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PROOF EDITION

THE EAGLE AND BROOKLYN:

THE RECORD OF THE PROGRESS OF THE

BROOKLYN DAILY EAGLE

ISSUED IN COMMEMORATION OF ITS SEMI-CENTENNIAL AND OCCUPANCY OF ITS
NEW BUILDING; TOGETHER WITH THE

HISTORY OF THE CITY OF BROOKLYN

FROM ITS SETTLEMENT TO THE PRESENT TIME

EDITED BY

HENRY W. B. HOWARD

ASSISTED BY ARTHUR N. JERVIS

Y. 1

WITH NEARLY THIRTEEN HUNDRED ILLUSTRATIONS

PUBLISHED BY

THE BROOKLYN DAILY EAGLE

1893

840

BROOKLYN IN 1850.—From the Bridge Tower, looking Southeast.

1744328

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PREFATORY.

This volume is essentially a picture of contemporary Brooklyn. Originated as a souvenir of a significant period in the history of a daily newspaper, the aim was to represent the simultaneous development of the city of Brooklyn and the Brooklyn Daily EAGLE, during the half-century just closed; the journal contributing its effective part to the growth of the city, and itself expanding as the city grew. Brooklyn as it was fifty years ago, and Brooklyn as it is to-day, were at the outset the leading themes, with the wonderful contrasts developed in a comparison of the two. Leading up to this, the history of Brooklyn from the date of the earliest settlement has been broadly sketched, without either intruding unduly on the primary topics, or repeating in elaborate detail the minutiae of a story that has been fully told already in existing volumes. The salient features of a past that accounts in large measure for what we see about us to-day have been comprehensively grouped in the introductory chapters of the book.

But in treating of the Brooklyn of the present day, the attempt has been made to describe in detail all its varied aspects—its public institutions, its associations of every name, and its citizens. To this end every effort has been made to collect full and accurate information. The reader may assume that the editors have applied for intelligence concerning every subject that could properly form a part of such an account of the interests and activities of the city; and while the responses have been so general as to result in a practically complete book, any omissions must be ascribed to failures to furnish the facts applied for—doubtless unavoidable in some cases, since the interests are so numerous, the sources of information so varied, and the necessity of reasonable promptness in publication so imperative. But the efforts for completeness have been so persistent that it is believed that no similar compendium will be found more accurate and full than this. To secure accuracy great pains have been taken to go to the most authoritative sources and to submit the written accounts for revision to those furnishing the material.

Such a work of course has been accomplished only by the coöperation of many. It would be impossible to name all who have most kindly given facts for this volume, or even those who have taken the trouble to put them into printable form. To this great number of individuals and officers of associations a general acknowledgment is here extended. But special recognition is due to some whose contributions have been considerable in extent and importance. Introductions to the several chapters have been written: on "Brooklyn of To-day," by Alexander Black; on "Literary Life in Brooklyn," and "City and County Government," by Charles Harvey Genung; on "Charities," by Herbert F. Gunnison; on "Political Life," by Solon Barbanell; on "Clubs," by Frederick Mitchell Munroe; on "Social Life," by Cromwell Childe; on "The Stage," by Charles M. Skinner; on "Sports, Athletics and Pastimes," by Henry Chadwick; on "Real Estate and Suburban Development," by Arthur M. Howe; and on "Churches and Religious Denominations," and "Secret Orders and Special Societies," by Frederick W. Webber, who also arranged and edited both these chapters and was engaged on editorial work throughout the volume. The descriptions of the "Private Art Collections" are from the pen of Weston Coyney; the account of Prospect Park is by Perriton Maxwell; Edgar Mayhew Bacon contributed a considerable portion of the early historical chapters, and the careful study of Henry Ward Beecher was written by John R. Howard. Acknowledgments are also due to Willis A. Bardwell, of the Brooklyn Library, and Miss Emma Toedteberg, of the Long Island Historical Society Library, for many courtesies and privileges accorded to the editors.

In securing material for the illustrations of this volume the editors have been most fortunate. Many illustrations of early Brooklyn, ordinarily inaccessible, have been placed at their disposal, and in the pages

of the book will be found much that is old but unfamiliar. It is a cause of regret, however, that many ancient landmarks have been permitted to pass away without being perpetuated by the artist or the photographer, and therefore it has been attempted, in illustrating the still existing features of the city, to preserve everything likely to be of permanent interest. For this purpose, hundreds of photographs have been taken of subjects not found among the store of negatives in possession of the landscape photographers. The editors have been kindly permitted to engrave many photographs, paintings and drawings, of which no duplicates exist. Acknowledgments for such courtesies are due to Mr. Charles C. Martin, for an interesting series of pictures of the Brooklyn Bridge; to Police Captain John W. Eason, for several war pictures; to Colonel Charles N. Swift, Recorder of the New York Commandery of the Loyal Legion, for permission to copy portraits of Brooklyn soldiers from the Loyal Legion collection; and for sundry subjects to General John B. Woodward, General Edward B. Fowler, Elias Lewis, Jr., Curator of the Long Island Historical Society Museum, James H. Frothingham, George Wundrum, Van Brunt Bergen, William H. Bennett, A. V. B. Martense, Conrad Freitag, Mrs. Lewis T. Lazell, and Mrs. Hugh McLaughlin.

The Brooklyn Academy of Photography has kindly given the use of a very valuable collection of negatives, taken many years ago by the late George B. Brainerd, who was one of the first of the amateur photographers and the designer of the first magazine camera, preserving a most interesting series of views of Brooklyn and Long Island, such as cannot be obtained now. The selections made from this source are indicated in the list of illustrations by the letter (A).

But by far the most considerable contribution to the illustrations has been made by Mr. Daniel M. Tredwell, who for thirty years has been collecting prints and photographs illustrative of Brooklyn. He has most generously placed his entire collection at the disposal of the editors, and it has been freely drawn upon, as may be seen from the frequent use of the designating letter (T) in the list of illustrations, which marks the subjects furnished by Mr. Tredwell. In addition to the titles thus indicated, there are many reproductions of prints from the series of illustrated Manuals of the Common Council of Brooklyn, in making which the early proofs preserved in Mr. Tredwell's collection have been used.

HENRY W. B. HOWARD.

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1108 KIERNAN, JOHN J.,	1049	1170 MORAHAN, HUGH V.,	1099
1109 LADD, JOHN B.,	1050	1171 CLARK, LBERT F.,	1100
1110 CROMWELL, FREDERICK,	1051	1172 BROWN, JAMES N.,	1101
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1112 SMITH, W. WICKHAM,	1052		
1113 OAKLEY, JOHN K.,	1053		
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BROOKLYN'S FIRST HOMES. INDIAN HABITATIONS IN THE SIXTEENTH CENTURY.

INTRODUCTORY.



FTER the discovery of America by Columbus, in 1492, the entire western hemisphere, or so much of it as was supposed to exist, was so liberally and largely bestowed by pope and potentates, in consideration of discovery or occupation, that a reasonably good claim to the possessions was made by no less than four nations; and at one time and another pretensions more or less extensive were advanced by Spain, France, England and Holland. It happened that, generally speaking, the significant settlements by Spanish-speaking people were diverted southwards, while the Hudson river region awaited the coming of Henry Hudson for its permanent occupation, and a Dutch colony was established in New Netherland, with English neighbors to the east and south.

After a Dutch ascendancy of half a century, the colony passed into English hands; and so we have an Anglo-Saxon civilization superimposed on the foundations laid by the Dutch, and count both Dutch and English ancestors among the founders of our community.

Europeans had visited the harbor of New York before Hudson came to it in 1609, and the first mention of it in history is contained in the report made to Francis I. of France, by the Italian Verrazano, of his visit in 1524. But as no occupation followed this discovery, the claims of France were lightly considered after the Dutch who followed Hudson had settled here.

The Dutch who peopled New Netherland represented the adventurous class of their country at the time of its greatest glory. It was the period of Holland's political prominence; the century of her monumental greatness in war, in science, in literature, in commercial activity and all the arts of peace. Her advancement in agricultural methods rendered her colonists the most desirable for the settlement of a

farming country, and their skill in commercial enterprise gave an impetus to the trading which was to form so large a part of the industry of the new colony. These were the ancestors of the oldest families of the New York and Brooklyn of to-day, and the commercial greatness of this vast metropolitan community is their fitting monument.

When Hudson cast the anchor of the "Half-Moon" in the lower bay of New York, late in the afternoon of the 5th of September, 1609, and looked upon that "very good land to fall in with and a pleasant land to see" which rose before him, he was seeking something greater than a suitable site for a colony. After pausing ten days he passed on between the Narrows and continued up the great river, not yet called the Hudson, on his search for a northwest passage to the Indies. In this purpose his journey to the head of navigation brought him disappointment, and he re-crossed the ocean defeated of the object of his voyage. He never reached Amsterdam; but the "Half-Moon" did, and so did also his report of the discoveries he had made. This report, addressed to the Dutch East India Company, which had sent him out to find the new way to the Indies, stimulated the sending of other expeditions, no longer to seek the Indies in that direction, but to make the most of the opportunities for profitable trading in the new country described by Hudson. When the "Half-Moon" reached Holland, (Hudson's report, which had been forwarded from England, having preceded it by several months,) an expedition was ready, prepared by a company of associated merchants, for another voyage to the promising land. Hudson had found, and so did those who followed him, the Indians to be friendly and ready to barter their peltries for the trinkets of civilization, and the profit resulting from this expedition of 1610 was so considerable that numerous others followed in rapid succession, during the next few years. Notable among these were the expeditions commanded by Henry Christiaansen and Adriaen Block, one of their voyages being made in company; for they added much to the early discoveries in the state of New York. The first white men's houses to be built on the Island of Manhattan were the rude huts erected for the trading-station they established there. In pursuance of his trading operations Christiaansen explored all the bays and inlets in the vicinity and then sailed his ship, the "Fortune," as far up the North river as he could go, and appreciating the importance of the present site of Albany as a trading-station, he there erected Fort Nassau, named in honor of the Dutch stadholder, Maurice, Count of Nassau, whose name was still further commemorated by calling the North River the Mauritius. Fort Orange subsequently replaced Fort Nassau, on a site near by, and where it stood were made the beginnings of Albany, so-called after the English took possession.

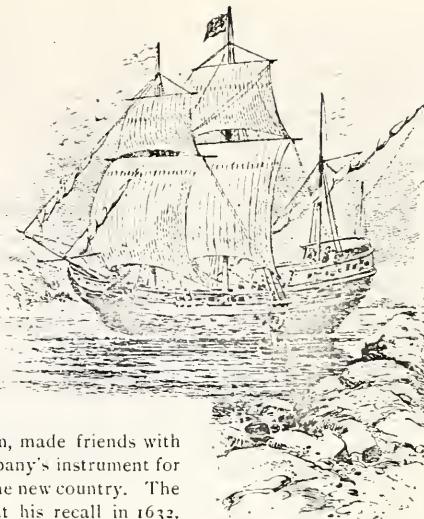
Block, in the meantime, had suffered the loss of his ship, the "Tiger," by fire in New York harbor; and in spite of the disadvantages under which he labored, he replaced it, in 1614, with the first vessel ever built in these waters. This was of sixteen tons burden, forty-four feet long and eleven and a-half feet beam. The "Onrust"—or "Restless"—as he named her, took him on a memorable coastwise exploring expedition, on which he discovered and passed through Long Island Sound, entered the bay of New Haven and the mouth of the Connecticut river, gave his own name forever to Block Island, penetrated Narragansett Bay, doubled Cape Cod, and went as far as the harbor of Salem. This was truly a voyage full of interest in view of the present importance of the points he visited; but its most significant consequence arose from his discovery of Long Island Sound, which entitled him and the voyagers associated with him to privileges which they shared with a company of merchants at home, and resulted in the formation of the New Netherland Company, the first organized undertaking to reap the advantages of trading in the new country. Early in 1614, the year in which Block returned to Holland, the States-General had issued a "general charter for those who discovered new passages, havens, countries or places." This had no special reference to the New World, but the attention of adventurous spirits had for some years been turned in that direction, and voyages for discovery and commerce were now regularly established. The discoveries of Block clearly came under the specifications of the "general charter," and on October 11, 1614, a charter was granted to the New Netherland Company, permitting four voyages to be made within the term of three years from the 1st of January, 1615. In this document the name of New Netherland was used for the first time in any record. By an interesting coincidence, in that same year the name of New England was first applied to the region which has ever since borne this original designation. The New Netherland Company succeeded private enterprise in the development of the new trading opportunities, but no attempt was made to found a colony. The company's expeditions met with considerable success during the period of their charter, and they continued to send ships for some years after its expiration in 1618, but no longer with a monopoly of the privilege, which they shared with others. The desultory adventures that followed the termination of the New Netherland Company's charter were destined soon to give place to a more ambitious undertaking in the way of development of the new country. This was the Dutch West India Company, which, after some years of discussion and preparation, was chartered in 1621. The company had many enterprises in view besides the development of New Netherland; this province indeed was one of the least productive of its ventures. By reason of the assistance anticipated from the company in the wars with Spain, now renewed after a twelve years' truce, the States-General granted it extensive powers, involv-

ing many of the functions of a sovereign state. The affairs of New Netherland were controlled by one of the five Chambers of the company, that of Amsterdam. Trading was still the object of its enterprise in the western hemisphere, and regular colonizing, such as characterized the English settlements, was a very inconsiderable element in their programme. Two lines in the company's charter covered all that was said about colonizing.

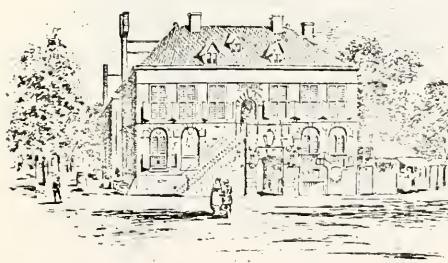
Four Directors-General successively were sent out to take charge of the affairs of New Netherland, as soon as the West India Company had sufficiently perfected its organization. These were Peter Minuit, Wouter Van Twiller, William Kieft and Peter Stuyvesant. Minuit inaugurated the custom of obtaining Indian property rights by purchase, not by conquest; and the most significant purchase he made was that of Manhattan Island, for twenty-four dollars—almost his first official act. He built Fort Amsterdam, made friends with the English colonists of New England, and was the company's instrument for introducing the system of patroons, or feudal lords, into the new country. The favoritism and irregularity attending this brought about his recall in 1632. Wouter Van Twiller's five years' rule was characterized by debauchery and the enrichment of himself and his immediate followers. He left to his successor a legacy of troubles, both with his own people and with the Indians; an impoverished company treasury, a partially dismantled fort and a demoralized people, with which to meet grave responsibilities. William Kieft, who reached the colony in 1638, regulated the disordered affairs of the province with sternness and ability; but he almost ruined its prospects by his severity toward the Indians, on whom he levied tribute, visited rigorous punishment for their depredations, and massacred many who had flown to him for protection against their dusky enemies. His crimes and arbitrary acts caused his recall in 1645, when he was succeeded by Peter Stuyvesant. Under this fine old martinet the city of New Amsterdam was incorporated, and some glory was secured to the Dutch name and standard; but despotism and religious persecution marked his rule, which was terminated in 1664 by the surrender of New Netherland to the English, who now enforced with a fleet the claims they had more than once before asserted to the proprietorship by virtue of the English nationality of Henry Hudson. It was under Directors-General Van Twiller and Kieft that the early steps were taken for the establishment of the scattered communities across the East river which, during the two and a-half centuries that have since then elapsed, have grown into one and have become famous as the city of Brooklyn.

Before opening the chapter of Brooklyn's long and significant history, it may not be uninteresting to explore with the geologist the ground upon which the Netherlander unwittingly laid the foundation of a great city. The recurrence of glacial epochs has been a potent factor in terrestrial map-making. The last of the ice periods, immediately preceding the era of (more or less) equable temperature that we enjoy, was the architect of Long Island. Thousands of years ago, on the spot that is now covered

by busy streets and comfortable homes, a vast and ragged wall of ice was reared toward the sky. No limit could have been seen to these chill precincts on east and west, and nothing but ice to the north, for it was the edge of the great North American glacier, that terminated along this latitude, losing its great bergs into the Atlantic and piling its detritus along its foot. The terminal moraine can be traced from Montauk Point for hundreds of miles to the westward, with such occasional interruptions as are made by rivers and hills. Glaciers have a slow movement, varying from a few inches to three or four feet a day, according to the slant of their beds and their volume, and in the resistless progress of this continent of ice to the southward, mountains were pared away

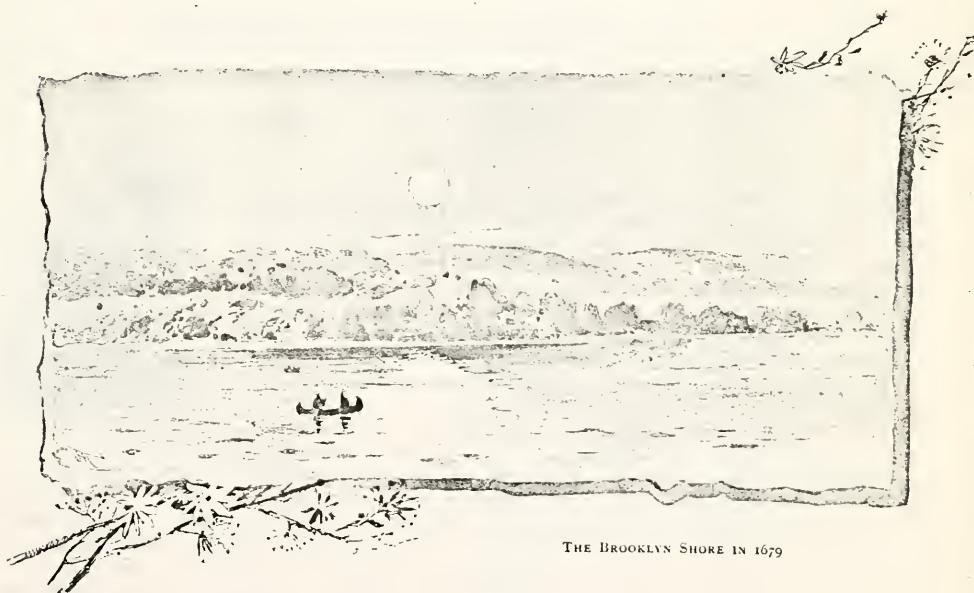


HUDSON'S "HALF-MOON."



WEST INDIA COMPANY'S HOUSE, AMSTERDAM.

and some of them leveled. Mount Washington was buried to its top, and the Catskills carry the scars of this great plow to the present day. The debris thus worn from the heights was borne along in and under the glacier for hundreds of miles. Some of it, ground to sand and gravel, was strewn along the coast, forming part of the continental shelf, or slightly submerged land, that adapts itself to the contour of the land, and other larger masses were dropped at the ice foot, where we see them to-day in the form of worn and mossy boulders. This is the reason why Brooklyn, and the whole of Long Island, is a mineralogical compendium of the whole country to the north, for Long Island is merely a part of the dump of this monstrous mass of ice. A boulder of labradorite, for instance, was found on Myrtle avenue, that must have been brought down from the Adirondacks, because no labradorite exists south of those mountains. The green mica mixed with feldspar that is characteristic of the bluffs at the upper end of Manhattan Island, the jasper that extends under the Hudson at Weehawken, the serpentine of Castle Point, are found in the streets of Brooklyn, and glacial scratches have recently been discovered on the top of the Palisades, pointing to Prospect Park, where boulders of trap, such as the Palisades are made of, are not uncommon. Over two hundred varieties of minerals have been found in Brooklyn, and collections of local "finds" are found in the cabinets of the Brooklyn Institute, the Long Island Historical Society Museum, and the Girls' High School. A number of fossils, probably from the Helderbergs, have been found in South Brooklyn. There is no bed-rock anywhere at the surface, though the gneiss that so well illustrates glacial action in Central Park by its smoothed and rounded "sheep backs," extends under East river at Hell Gate, and crops up in ridges in Long Island City. It is this rock that has been blasted away, at vast expense, to clear the channel in East river. In spite of its fragmentary character, however, the ground that Brooklyn stands on is as firm as any part of the coast. The earthquake that shook it in 1884 left it none the worse—indeed, the existence of a hundred feet or more of segregated rock between the surface and the shaking framework of the earth may have softened the shock. It is said that Brooklyn shares in the subsidence that affects some miles of the Atlantic shores, and is sinking at the rate of a foot in a century. Real estate is not likely to suffer from this because a compensatory tilt may be applied to the settling ground before the EAGLE office reaches the edge of the water, and a little judicious dumping will suffice in any event to keep the land at its present level. Barring war and politicians, no agency need be feared that will work injury to the city until about the year 92,000 A. D., when a recurrence of the ice age is prophesied, and our pleasant city will, for several years, lie buried.



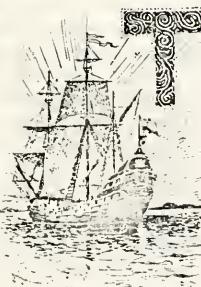
THE BROOKLYN SHORE IN 1679



THE OLDEST HOUSE IN BROOKLYN.
The "Schermerhorn House," still standing at Third avenue and Twenty-eighth street.
Built about 1690, on the site of the first house built in Brooklyn, 1636.

BROOKLYN UNDER DUTCH RULE.

1636-1664.



SHIP "NEW NETHERLAND"
which brought the first Walloons.

HERE has been a tradition that the first settlement in Brooklyn was effected about 1625, at the Wallabout. It was so stated by the early historians. And so great is the pertinacity of a romantic tradition, that notwithstanding it was demonstrated forty years ago that this date was at least eleven years earlier than the true one, the statement may still be found in new chronicles. It has recently appeared, without qualification, in the most recent contribution to the annals of New Amsterdam, the comprehensive "Memorial History of New York." The romantic element in this tradition, the element which has insured its vitality through repeated refutations, connects it with the birth of the first female white child born of European parents within the limits of New Netherland. This was Sarah de Rapelje, from whom are descended many of the principal families of Dutch origin in Kings County. She was the daughter of Joris Jansen de Rapelje, a French Huguenot who came to this country in 1623. Sarah was born in 1625, and as she and her father both lived at the Wallabout in after years, it was assumed that the Wallabout was her birthplace, and consequently that it was settled during or before the year of her birth, 1625. The more scholarly writers of later histories have shown conclusively that Rapelje went at once to Fort Orange (Albany) in 1623; lived there three years, and then spent several years in New Amsterdam, before he came to live on the farm at Wallabout Bay, which he had purchased from the Indians in 1637. So Wallabout Bay was not settled in 1625, and it was not the first part of the present Brooklyn to be settled.

It is not quite certain which of the several villages out of which Brooklyn has grown was the first established. The first recorded *grant of land* to an individual was in Flatlands. The original name of this place was New Amersfoort, so called from a town in Holland, a name which afterwards gave place to the more descriptive but also more prosaic "Flatlands." In 1636, Jacob Van Corlaer secured by purchase from the Indians an extensive tract here, described in the deed as at "Castateeue, on Sewan-hackey, or Long Island, between the bay of the North River and the East River." Coincidently with this, an adjoining tract was purchased by Andries Hudden and Wolfort Gerritsen, and within a few weeks other lands near them were secured by the Director-General, the doughty Wouter Van Twiller himself. These men would appear to have been favored members of the "Van Twiller set," as it would be called in these days, which was the prototype of the modern "ring." They were the boon companions of the Director-General's hours of ease, which they beguiled in deep potations and with orgies so disgraceful and of such frequent occurrence as to create a scandal that was heard across the ocean in Holland. They all lived better than was common in those primitive days, and they all became exceptionally prosperous. In this they were helped by their unblushing use of their official positions for their personal profit. There were as yet no "corner-lots" for the insiders to secure in advance of public improvements: but there were large and tempting tracts of farming lands, some held for sale by the West India Company, and some purchasable of the Indian proprietors, and it was not long before the choice of these lands on the Long Island water-front, as well as several islands in the East river, had fallen into their hands.

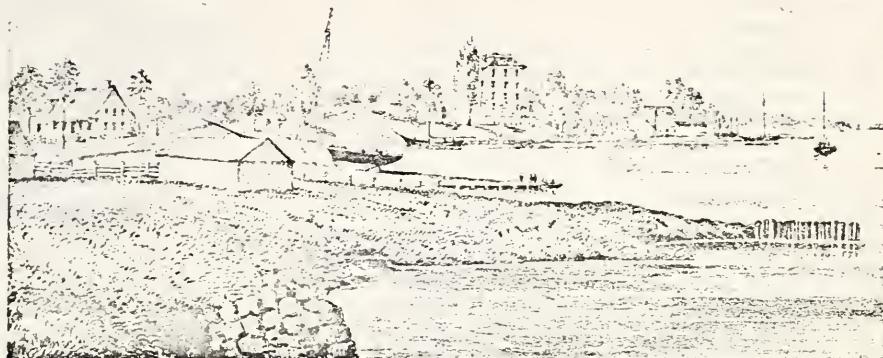
But it was a *bona fide* settler in another place who built the *first house* ever erected in Brooklyn; and it is here that we must locate the first step in the settlement of Brooklyn. This was at Gowanus, so-called probably, in the opinion of William Wallace Tooker, of Sag Harbor, L. I., who is a careful student of Indian names, from its having been the place where the Indian, Gauwane, planted his corn, and so, "Gauwane's" plantation. This property, at the head of Gowanus Bay, was purchased in 1636 by William Adriænse Bennett and Jacques Bentyn. Bennett, who soon became the sole owner of the property, immediately put it under cultivation and built on it the first house erected in Kings County. Both the record of the building and the implication in it that a community was early gathered together at this point, marks it as the beginning of Brooklyn. The house first erected here did not survive the ravages of the Indian wars in 1643, during Director-General Kieft's administration, but was burned. On its site, or near it, there was erected some time previous to 1696 a house which, though probably considerably changed, is still standing, the stone walls of the original house forming a part of the present structure. This house—the old Schermerhorn mansion—may be seen to-day, on Third avenue, just beyond Twenty-eighth street. Its roof is falling in with decay, and it has long been the humble abode of tenement-house families; it is crowded back by smart brick buildings, and every surrounding circumstance indicates neglect of a venerable relic. Visiting it on the day of the recent Columbus celebration, one could not help regretting that in going back four centuries to honor a partly traditional hero as the discoverer of the Western hemisphere, the citizens of Brooklyn had entirely passed by this survivor of two centuries; and while holiday bunting floated from almost every other available point in the city, the colors of Spain and Italy intertwined, this solitary historical monument of very early Brooklyn, peopled by the humblest modern countrymen of the Genoese who discovered America for the Spanish monarchs, bore no sign of celebration. Nothing fluttered from its roof but the clothes-line of the tenement-house Italians.

When the Long Island farming-lands had once attracted the attention of the settlers, they were steadily taken up, until all the holdings on the shore line were occupied, and then those beyond them inland. Within a few years the shore of the East river, from Gowanus to Wallabout Bay, was marked with a continuous chain of farms under actual cultivation. Probably the next settlement after those at Amersfoort and Gowanus was that at the Wallabout, where Joris Jansen de Rapelje purchased his farm in 1637. He did not go there to live until many years later; but his purchase was followed by those of active settlers who did live there, and the year 1636 is not far from the date of the active occupation of this district. The earliest settlers here were from among the "Walloons," who came



THE WYNANT BENNETT HOUSE, 23D ST. AND 3D AVE.

A remnant of the original settlement at Gowanus. Removed when Third avenue was opened. The British column received here its first check in the Battle of Brooklyn, 1776.

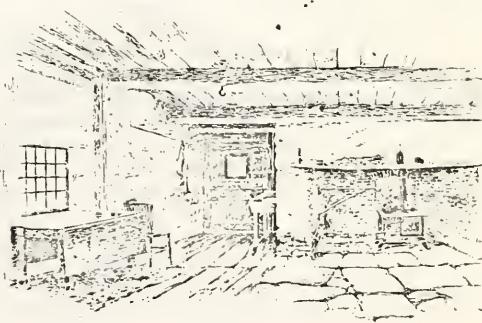


DEHART-BERGEN HOUSE, IN 1663, THIRD AVENUE, NEAR THIRTY-EIGHTH ST. (DELAPLAINE HOUSE TO THE RIGHT.)
The Labadist travelers were entertained here in 1679. The house was removed when the Thirty-ninth St. Ferry House was built.

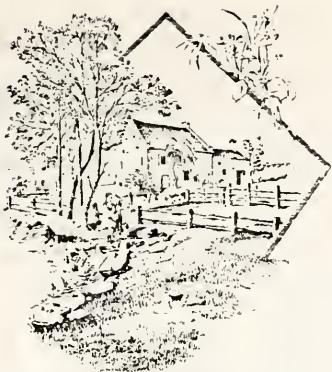
to America in considerable numbers at about this time. These were Huguenots who had sought refuge in Holland from religious persecution. The Dutch called them "Waalsche," or foreigners, perhaps from the name of their province, Gaulsche, where they spoke the language of the ancient Gauls, and their churches were called "Waale Kerken." Many of the Huguenots were not Walloons; but most of them were, and as the people of that day discriminated no better than we do now, they were all known as Walloons. It was the settlement of these people that gave to the little community they founded the name of Waal-Bogt, or the "Bay of the Foreigners."

The next settlement was probably that of Gravesend, for which, in 1643, Director-General Kieft issued a patent to Lady Deborah Moody, an Englishwoman, and her associates, who had sought in the Dutch colony the religious freedom for which they had left their home in Old England, but had not found under the Puritans in New England, where they had made their first American stopping-place. This was the only English settlement effected in Kings county, though there were others on Long Island. After the departure of Lady Moody, some sixteen years later, the English Baxters, Hubbards and Stilwells intermarried with the Dutch, and the English strain was soon lost. The village was named by the Dutchmen, who called it 's Gravensande (the Count's Beach), after the town of that name on the river Maas, in Holland. Flatbush was settled in 1651, by farmers who found the best holdings near the coast-line already taken, and sought desirable lands in the "mid-wood," half-way to Amersfoort. And that was what they called it at first, Medwoud, or Midwood; a name more in keeping with the taste of the present day, when even railroad pioneers dot their lines through a new country with pretty names like it, than "Vlachte Bos" (wooded plain), or its anglicised form of Flatbush. New Utrecht, settled a little later by some families from Holland, received another old-country name.

Just before the settlement of Medwoud, that is, in 1645, the village from which our city took its name was established. This was situated between the Wallabout and Gowanus, where the Indians had their most fertile planting-grounds for their corn. Of these they had been despoiled during the Indian wars begun in 1643, and at the close of hostilities enterprising farmers secured patents from the



KITCHEN OF THE DEHART HOUSE, FROM SKETCH IN 1885.



CORTELYOU HOUSE, 1699, 5TH AVE., NEAR 4TH ST.
What remains of this house is now the Club House in
the Washington Park Ball Grounds.

the village they founded on this marsh-land, or brook-land, after its Holland prototype, combining both description and reminiscence. "Brookland" was one of the various spellings given to the name in the ancient documents of a day when most persons spelled according to fancy instead of by the spelling-book or the gazetteer; and in Holland one of the recorded forms was "Brocklandia"—both suggestive of the descriptive name. Breuckelen was the most common form of it among the Dutchmen here in the early days, and it was so spelled until the close of the last century, when "Brooklyn" was definitely settled on by universal custom; and the progress of correct orthography throughout the civilized world contributed to the permanency of the name in that form.

It is an interesting coincidence that the first political authority was conferred on the citizens of this village of Brooklyn, which stood near what is now the political centre of this great municipality, and bore the name of the city of the future. The West India Company had instructed the provincial authorities to encourage the colonists to establish themselves in the most suitable places for the founding of towns, villages and hamlets, as the English were in the habit of doing. And the first request for organization under these instructions was made by the men of Brooklyn, soon after they had acquired their land (May 21, 1646), who notified the Director-General and Council of their intention to "found a town at their own expense." In response to this, in June, the Director-General appointed Jan Evertsen Bout and Huyck Aertsen from Rossum, the nominees of the petitioners, as Schepens, or magistrates, to whom soon after was added Jan Teunissen as Schout, or constable. To the magistrates were referred all questions arising under the charter of the colony, and obedience to them was ordered on penalty of forfeiture of a share in the allotment of common lands. The Schout was appointed to assist the Schepens as their executive in minor matters.

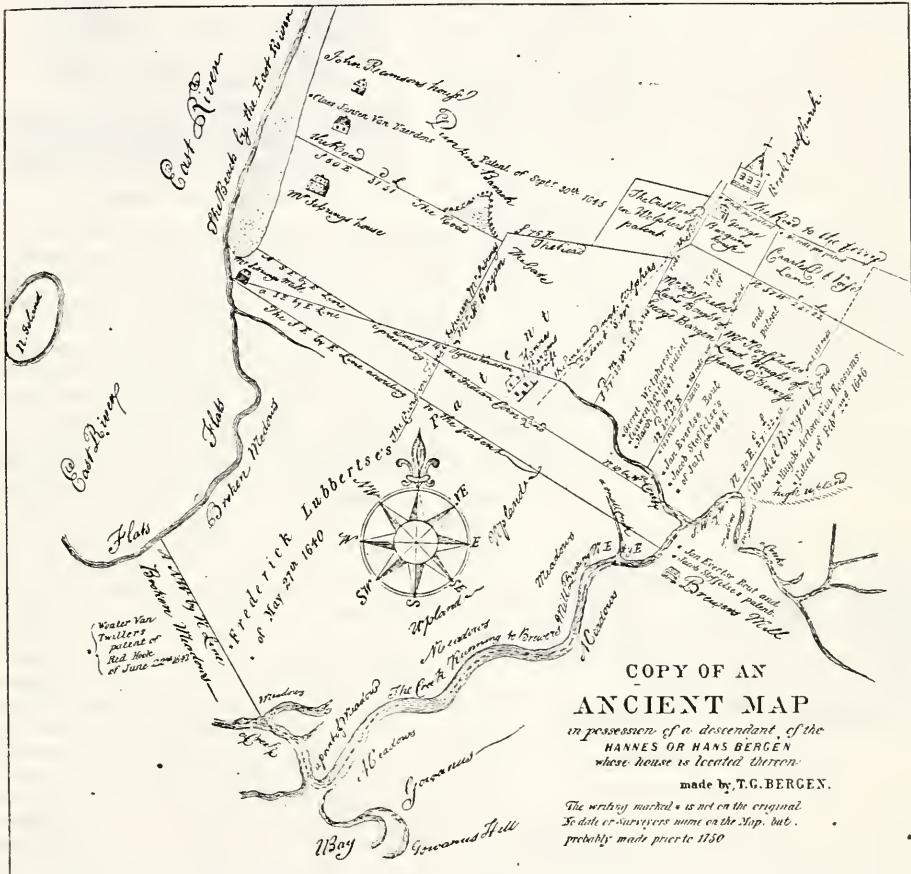
New Utrecht was settled in 1647; and in 1660 appeared the first traces of a settlement at Boswyck, or Bushwick, where Governor Stuyvesant permitted some Frenchmen to establish themselves; and two months later a number of residents in the Wallabout petitioned to push out and form a village "on the margin of the river," so that they might "be in sight of the Manhattans, or Fort Ansterdam." This was on the "Keike," or Lookout. These two settlements last named became the town of Bushwick and the city of Williamsburgh, now the eastern district of Brooklyn.

It must not be supposed that any of these villages were extensive settlements, or became such for a long time. When Dominie Selyns, the first settled pastor of the Dutch church in Breuckelen, and the first whose ministrations were devoted to the Breuckelenites exclusively and not shared with their brethren of New Amsterdam, visited his new parish in 1660, he found it to consist of 134 persons in 34 families, including the residents of Breuckelen proper, the Wallabout, Gowanus and the "Ferry"—this last a small settlement which had grown up at the foot of the present Fulton street in connection with the transportation of goods and persons across the East river. The ferry was in operation as early as 1642. The name Breuckelen soon came to cover all the settlements above mentioned. Later on, the settlements on the Long Island side of the East river were known as the "Five Dutch towns," which indicated Breuckelen (including everything between Wallabout and Gowanus), Amersfoort, Midwout, Boswyck and New Utrecht. By the end of the seventeenth century the population of Brooklyn was about 450 whites and 100 slaves; and by 1738 this had increased to only 547 whites and 158 slaves.

The early settlements arose from the neighborhoods incidentally formed among the individuals who,

West India Company to the most desirable portions of the land. Among these early settlers were Jan Evertse Bout, in 1645; Huyck Aertsen, Jacob Stoffelsen, Pieter Cornelissen and Joris Dircksen, in 1646; Gerrit Wolphertsen van Couwenhoven and others in 1647. The farms thus established were situated near what is now Fulton street, about where Hoyt and Smith streets intersect it. The Dutch settlers called their village Breuckelen, and in the beginning this name was applied only to this one small settlement on the present Fulton street, the others going by their own distinctive names. Whether the name was simply an old-country name repeated in affectionate memory of the home they had left, or was descriptive of the character of the soil, or both, is not clearly known. But there was a Breuckelen in Holland, about eighteen miles from Amsterdam, and it was supposed to have received its name from the marshy land on which it was situated. And it is said that dwellers in our own Brooklyn of two generations ago remembered that the soil on Fulton street at the point described also was springy in its earlier state. So it may very well have occurred to the Dutch farmers to name

without any concerted action, established their farms in the same vicinity, and made common cause with one another as neighbors, in need of mutual assistance and defense. No regulations relative to their organization or the administration of justice among them were made, previous to the appointment of the Breuckelen Schepens; and this provision was at that time confined to Breuckelen as the only settlement sufficiently numerous to require it. At a later date settlers united their interests in advance, and planned beforehand the establishment of a village. Daniel Denton, who in 1670 published "A Brief Description of New York, formerly called New Netherland," thus describes the way they went about it: "The usual way is for a Company of people to joyn together, either enough to make a Town, or a lesser number; these go with the consent of the Governor, and view a Tract of Land, there being choice enough, and finding a place convenient for a Town, they return to the Governor, who upon their desire admits them into the Colony, and gives them a Grant or Patent for the said Land, for themselves and Associates."



Within ten years from the appearance of the first settler, a chain of farms extended from Gowanus to Wallabout, and others occupied the region back from the shore line. The New Netherland Company had early appreciated the extent of the demand for homesteads near to New Amsterdam, and had secured much of the desirable land on the Brooklyn side; and, partly by patent from the company, and partly by purchase directly from the Indian proprietors, duly confirmed by the authorities, the settlers secured their lands. It was the agricultural, not the commercial, possibilities that they sought to avail themselves of. Manufactures were prohibited by the authorities in Holland, and trading found its outlet at New Amsterdam. Long Island remained for many years the grain field of New Netherland.

The Dutch people who settled these villages were of the class of their countrymen who desired to better their condition by establishing new homes in a new country. They were not of the zealous spirits who were attracted hither by their longing for adventure and discovery; they followed after the soldiers and sailors who had found the way. They were not traders; those who came for profit in exchanging European trifles for the red man's furs pushed farther inland, where the best bargains were to be had. They were not refugees from religious persecution, except perhaps the Walloon settlers in the Wallabout, and it is doubtful if they sought in New Netherland a larger freedom than they had found in old Holland, their purpose, like that of other settlers, being pecuniary advantage. They were farmers at home, and

in the new country they looked about them for the most desirable lands for agricultural development. They came imbued with the hardy spirit which recent experiences had developed, from a land whose adventurous spirits were fresh from successful explorations of the unknown parts of the world and victorious wars with their enemies. Doubtless some of them had fought against the Spanish, and surely most of them partook in some degree of the masterful spirit characteristic of the Hollander of that day. They were of the best material possible for the founding of a new colony. They came, not men alone, but in families, with their household effects and their native customs, to make new homes and live in them permanently.

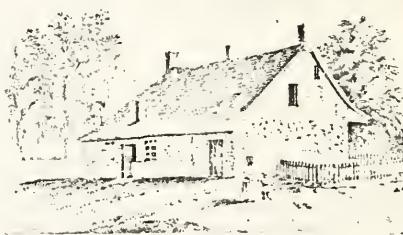
It was by such a people, so disposed, that in the course of twenty to thirty years were settled all these villages, the *nuclei* from which all Kings county was gradually built up and populated. To them the fair acres which they saw beyond the East river, when they surveyed the field from their landing-place at New Amsterdam, seemed the most attractive for the purposes they had in view—broad fields, with fertile soil, sufficiently retired from the commercial centre not to be too costly, yet near enough to it to have a ready market for their produce with easy transportation by water. The shore line was first occupied for this reason, and then the lands nearest to it were taken up and tilled. With the growth of New Amsterdam, which was rapid, the prosperity of the Long Island farmers increased.

These Dutch farmers brought with them from Holland the skill in field culture which had been developed by their countrymen to the highest point then attained anywhere in the world, and for two centuries they and their descendants devoted themselves to the production of the important agricultural staples. It was only when the canals and railroads of the present century brought the products of the great western fields into competition with them that they turned their attention to market gardening, which the proximity of the great cities made more profitable. As they had done at home, so here, they built their barns broad and generous, with heavy roofs sloping to near the ground. Huge doors, wide and high enough to admit a loaded hay wagon, opened at the ends. They provided themselves as soon as their means permitted with farm animals, both horses and mules as well as oxen being used in the daily work. The raising of stock became an important feature of the farmer's industry. The harvesting of crops, previous to the invention of labor-saving machines and improved farm implements, was a very arduous operation, and it gave employment to all the idle laborers of the villages as well as those from the neighboring city. But white labor was too scarce to meet the necessity, and from the very beginning of the colony colored slaves were required and obtained to supplement the labor supply. These slaves were principally West Indian negroes; some were from the Dutch stations in South America and some were even native Indians brought here from the South. The slaves soon learned to speak Dutch, and many of them spoke in several languages. They were well treated, being slaves hardly more than in name, and became a very useful as well as necessary element in the population.

Besides the grain staples which they raised in abundance, the farmers also produced a great variety of fruit. When the Labadist travelers, who in 1679 inspected the new colony with a view to settling their sect within it, took their walk from the village of Breuckelen to Gowanus, where they enjoyed the hospitality of Simon Aerßen De Hart and supped on Gowanus oysters, wild game and watermelon, they passed through extensive orchards of peach-trees which "were so laden that one might doubt whether there were



THE REMSEN FARMHOUSE—FRONT VIEW.



THE REMSEN FARMHOUSE—REAR VIEW.

more leaves or fruit on them." And they helped themselves freely as they went along. A century later peaches were still so abundant that they were fed as fodder to the cattle and many rotted under the trees that could not be gathered. Pears, cherries and plums were abundant, and from the time the apple-trees began to bear, there were plenty of apples for eating, marketing and cider making.

The life of the Dutch farmers of the early days was peaceful, removed from the turmoil of the world; happy in the genuine domesticity peculiar to their race; quiet and unostentatious, but contented and useful. While the character of their pursuits did not leave them much time for intellectual development, yet they had some pictures and some books brought with them or sent to them from Holland, and they were by no means cut off from opportunities for culture. The purity of their morals and the decorum of their manners were conspicuous. They were men who had brought their families, and with them came the family virtues of good morals, pure affections and neighborly tendencies. Thrifty by nature and forced to economy, they indulged in no extravagant luxuries; but they lived as well as the country afforded, and spent their money freely in works of humanity, charity and public spirit.

The houses they built were chiefly of wood, or of rough stone, though some were of brick, and usually with a stone foundation. After the establishment of a brickyard in New Amsterdam in 1660, brick was commonly used in house building. All were of the Dutch pattern familiar to them in their old-country home, of one-story, with a long, in-curved overshot roof extending beyond the house walls, making a piazza in front, and in some instances another in the rear. The ceilings were timbered and were built low for the purpose of getting sufficient heat from the wide, open, tiled fireplaces, which were the only protection they had against a rigorous climate. These fireplaces often extended across half the end of the room, and as the only artificial light came from small dipped candles, the open fireplace, heaped high with blazing wood with its warmth and added light was the family gathering-place, around which, on the long winter evenings, the household and visitors met to gossip, to tell of what was going on in the colony, and to talk of old times in the Fatherland. Here the children learned both the hopes and fears of their fathers in their new home, and the history and legends of the Dutch home across the seas. And at bedtime came the nursery rhymes, some of which have been handed down to the present time, and have been preserved and translated by Mrs. Gertrude Lefferts Vanderbilt. One of them runs:

.. "Trip a trop a troujes,
De varkens in de boonjes,
De koejes in de klaver,
De paarden in de haver,
De eunjes in de waterplass,
So groot myn kleine—was."

- which is freely translated thus, that the father's or mother's knee was for the child a little throne upon which he might be as happy as were the little pigs among the beans, the cows among the clover, the horses

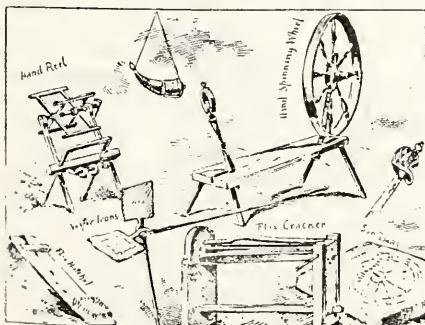
among the oats, and the ducks splashing in the water; at the last line the child being tossed up high, his name falling into the verse, "So great my little—was!" This was a part of the "Mother Goose" of that early day.

The walls of the principal room of the house were wainscotted often, but not universally, and in a later time were plastered above the wainscoting. From the family-room the other apartments of the house opened out on the same floor, the era of dear land and lofty dwellings not having come in, to induce the extension of the living-rooms upwards. There were bedrooms in the second story when there was a second story; but these were encroached on by the low, slanting roof, which contraced the second-story rooms, although it made an attic of glorious proportions. As

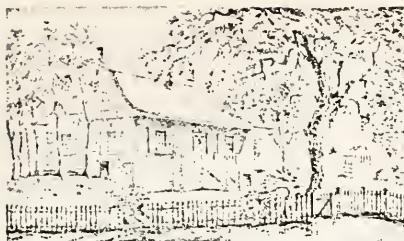


THE SNEDECOR HOUSE—BUILT 1638, DESTROYED 1886.

The site is now in Cypress Hills Cemetery.



SPINNING WHEEL, FLAX BEATER, HAND REEL, ETC.



THE BOERUM MANSION.

dustrious with these as in all housewifely pursuits, and often took their spinning with them when they went for an afternoon's chat with a neighbor.

Most of the clothing worn in the colony was of homespun, and most of the mechanical work, for which in after days the farmers depended on others, was done by the men and youth of the neighborhood. Carpentry, wheelwrighting, blacksmithing, tanning and often shoemaking, and other useful and necessary trades were taught to the boys as fast as they became old enough to do more than the farm and household "chores." Some idea as to what the colonists had to do for themselves at first, may be derived from the list of *desiderata* which Denton printed in his "Brief Description" as a guide to such Englishmen as intended emigrating to New Netherland in 1670: "The best commodities for any to carry with them is Clothing, the Countrey being full of all sorts of Cattel, which they may furnish themselves withal at an easie rate, for any sorts of English Goods, as likewise Instruments for Husbandry and Building, with Nails, Hinges, Glass and the like; For the manner how they get a livelihood, it is principally by Corn and Cattel, which will there fetch them any Commodities; likewise they sowe store of flax, which they make every one Cloth of for their own wearing, as also woolen Cloth, and Linsey-woolsey, and had they more Tradesmen amongst them, they would in a little time live without the help of any other Countrey for their Clothing; For Tradesmen there is none but live happily there, as Carpenters, Blacksmiths, Masons, Tailors, Weavers, Shoemakers, Tanners, Brickmakers, and so any other Trade; them that have no Trade betake themselves to Husbandry, get Land of their own, and live exceeding well. Here you need not trouble the Shambles for meat, nor Bakers and Brewers for Beer and Bread, nor run to a Linnen Draper for a supply, every one making their own Linnen, and a great part of their woolen Cloth for their ordinary wearing. . . . I must needs say, that if there be any terrestrial Caanan, 'tis surely here, where the Land floweth with milk and honey. The inhabitants are blessed with Peace and plenty, blessed in their Countrey, blessed in the Fruit of their bodies, in the fruit of their grounds, in the increase of their Cattel, Horses and Sheep, blessed in their basket and in their store; in a word, blessed in whatsoever they take in hand or go about, the Earth yielding plentiful increase to all their painful labors. A Wagon or Cart gives as good content as a Coach; and a piece of their home-made Cloth, better than the finest Lawns or richest Silks: and though their low-roofed house may seem to shut their doors against pride and luxury, yet how do they stand wide open to let charity in and out, either to assist each other, or to relieve a stranger."

From the time that Brooklyn set up a village government in 1646 her affairs became gradually more important and interesting, but the wildest flight of imagination could hardly have predicted the city of to-day as the logical result of even two centuries of development.

In 1647, after Stuyvesant arrived, we find the Brooklynites, in common with the people of Amersfoort, Manhattan, and Pavonia, designating the eighteen candidates from whom the Director and his Council selected the nine trustees of the commonalty. These trustees, true typical Dutchmen no doubt, thick in the brain and thick of head as well, must have given the peppery Governor many a mental twinge. Their duties under the new code of instructions which Stuyvesant brought with him, were to sit in council in rotation to judge the civil cases and to confer with the Director on important matters touching the commonalty. This was a deep-dyed bit of back-stroking, in return for which the people were expected to

time passed, and prosperity enabled the housekeeper to replenish her stock of furniture, the antique pieces were relegated to the attics, which became storehouses of all that was venerable and characteristic of the old life. This furniture of the primitive days included principally necessaries, such as old Dutch bedsteads, tables, chairs, cupboards and clocks—highly prized now, but then regarded as only the best they could afford. Sometimes the domestic furniture was rough and home-made, a sleeping-bench, feather-bedded, doing duty for a bedstead. The large spinning-wheel was a leading and universal feature of the early interiors, and the women were as in-



HOUSE OF NICASUS DESILLE, NEW Utrecht.

be perfectly quiescent when the demands for taxes were made upon them. But the project dearest to the Director's military heart was the repairing of the fort. Almost the first thing the trustees were asked to do was to vote a tax for the purpose of raising funds for this object. They simply shook their wise Dutch heads and said that it was none of their business, but the West India Company's; which was very true, but doubtless very exasperating. Although the necessary taxes for church and school purposes were raised, yet the trouble between the Governor and the Nine increased; after a good deal of wrangling the latter sent a letter of remonstrance to Holland, following it with other letters, while the whole colony gradually took sides with or against the Director. During all this time the life of Brooklyn was largely absorbed in that of the little metropolitan city across the East river. The same manners and customs which prevailed in the one were present in a more or less modified form in the other. The people did not bother much about each other's consciences or worship; they were satisfied to put a witch under bonds and then afterwards to cancel the bonds; they drank a good deal and lived very comfortably and were generally at peace with their

Indian neighbors; but in one particular they proved their ancestral relations to the Brooklynites and Gothamites of this degenerate day, for the only vital point that the busy Director and Council could find was the plethoric purse that each honest burgher kept stowed away in the nethermost depths of his innermost linsey-woolsey trowsers pocket.

In the early fifties war broke out between Holland and England. Stuyvesant had not been altogether popular and in Brooklyn as well as the other towns there was some dissatisfaction with Dutch rule, but this was mainly due to the English settlers, the Hollanders for the most part remaining true to their own nation. New England threatened New Amsterdam and finally Long Island proposed a convention of delegates from the different towns to consult for the welfare of the country. There were four Dutch and four English towns represented by ten Dutch and nine English representatives. Their principal act was a remonstrance directed against the Governor, criticising his arbitrary acts and eliciting from him a sarcastic and bitter reply. So, gradually, our fathers were getting ready to accept the inevitable change in the political complexion of the colony. The disaffection against Stuyvesant was more strongly felt on Long Island than in Manhattan. Several times the English people, secretly encouraged by their brethren in Connecticut, were on the point of revolution, and several of the towns sent a petition to Hartford, asking to be taken into the Connecticut government and suggesting the capture of Brooklyn and the other Dutch towns on Long Island. In this emergency the Director called a convention, composed of delegates from eight towns, and liberal plasters of paper and ink, the usual remedy for incipient political disorders, was prescribed by these wise doctors. But the malady had got beyond its incipient stage and the Director was soon forced into an agreement with the English by which both parties suspended jurisdiction over Long Island towns till the vexed question had been settled by the powers across the ocean. The distinct separation between the Dutch and English settlements on Long Island took place when the famous John Scott organized a combination of the English towns and tried to draw the Dutch ones into it, a proposition which they promptly refused to consider. Finally Stuyvesant and Scott arranged the terms of a compromise by which the English towns were to be under English dominion and the Dutch under Dutch rule for a twelve-month, but providing that the latter should pay royalties to the English king.

Matters were reaching a culmination. The English Governor Winthrop laughed at the Dutch claims and repudiated the arrangement which Stuyvesant and Scott had made. The fleet of the English Lord High Admiral the Duke of York was under way and would soon arrive before the little Dutch communities in the New World. One day all Brooklyn turned out to witness a sight which made every loyal heart throb. The silver-buttoned short coats of the men and the trim stomachers of the women alike heaved with anticipation, for there in the direction of Coney Island they could see beyond the higher points of land



HOUSEHOLD AND OTHER ARTICLES USED BY OUR ANCESTORS.

to which they hurried, the masts of the English squadron. It must have been a moment of varied emotions, since on the one side was the invading force of the English Colonel Richard Nicholls and on the other "Hard Kopping Pete" Stuyvesant, who would tax them and lose his temper on all possible occasions. Poor, vain, brave, hotheaded old Director! When the people of the different towns heard of the terms of toleration, Brooklyn and its neighbors joined with Manhattan in begging him to get out of the angle of the fort, where he stood swearing that he would hold the place all alone and shoot the first Englishman that landed. Every one knows how he was forced to agree to the capitulation that his soul hated. With the coming of the English, New Amsterdam was called New York, Long Island and Staten Island became Yorkshire, and the towns were districted into *Ridings*. The local governments were remodelled on English lines, the procedure in the Dutch towns being harmonized with that already common in the English towns; but the private life of the people went on much as usual.

The rule of Governor Nicholls at first pleased the people of Brooklyn, but before long the "Duke's Laws" came to be regarded with disfavor which was not entirely withdrawn when the wise and moderate measures of Governor Lovelace aimed to foster better feeling between the colonists of the different nationalities.



SARAH DE RAPELJE'S TANKARD.



BEDFORD CORNERS IN 1777.

BROOKLYN UNDER ENGLISH RULE.

1664-1776.



1 T has been said that the worthy settlers, Schepens, Schouts and Burgomasters alike, loved to indulge, perhaps a little too freely, in schnapps and other more potent liquors. That this was true of New Amsterdam or New York there can be little doubt. The metropolis has never been a hard place to get a drink in, it is said by those who are posted, but in Stuyvesant's day it must have been worse than at present or else the worthy governor was given to drawing the long-bow, for he says that fully one-third of the houses of New Amsterdam were devoted to the sale of ardent spirits.

It might be supposed that Brooklyn, just over the ferry, would follow New York's example, yet we read that in 1668 one Robert Hollis was given the exclusive right to sell strong drink in Brooklyn. Such a privilege to-day would enable the (In L. I. His. So. Museum.) proprietor to give odds to Monte Cristo. At Robert Hollis's we can imagine the matter-of-fact burghers, with skull-caps, short-tailed jackets and ample frieze breeches, crossing their fat legs under the pot-house tables very frequently and arguing ably on the relative merits of the West India Company and the Duke of York. One thing the dullest recognized (and in a community where money-getting was the most honorable pursuit it was not hard to understand), that the West India Company was a corporation of traders organized for the purposes of business simply, and making no high-flown pretensions. The colony could no more be expected to go into spasms of loyalty over such a bloodless master than a citizen of to-day to shed his blood for a tax-collector. But neither were they prepared to accept the divine right of the Duke of York to squeeze them under other pretenses.

The social customs of the Breuckelenites underwent no decided change upon the advent of their English rulers. The policy of the latter was to foster the peculiar institutions of the Dutch in all of their towns, so that they might be, if possible, conciliated; they being largely in the majority. They worshiped as before, toleration being then, as now, the order of the day in the City of Churches.

There were few drones in the hive ; the people rose early for work and went to bed at a reasonable hour. When a social tea-drinking or quilting party assembled together, the pretty girls and bashful swains of the town, the trim feet in high-heeled shoes twinkled merrily beneath the short, quilted skirts, and the richest belles wore the greatest number of chains and rings, and displayed as much of dainty linen as modesty permitted. Nine o'clock started the merrymakers homeward to repair the ravages of social dissipation in early slumbers. Between the scattered villages which have since been included in the city of Brooklyn, there was very much the same sort of social intercourse as obtained in the South at a later date. Visiting parties from Gowanus to Brooklyn, or from Amersfoort to Gravesend, made merry excursions, especially in winter time, when the sleighing was good. No political excitement could radically disturb or alter the calm current of Breuckelen life. It is difficult to strip away the added increments of a modern city and imagine the little village with its little ways and small interests and petty quarrels of the eighteenth century. At one time the miller, one Adam Brouwer, "on frivolous pretenses," refused to grind grain for the farmers. It was an old-fashioned way of stating that he was what modern newspaper English would describe tersely as a crank. The matter was brought before the

governor, who gravely decided that Brouwer "must grind for all persons without distinction or exception according to custom, the first to come to be first served." That the people of the town were wont to pay a good deal of attention to matters of religion and education, was an undoubted fact, but like many other more modern folks, they preferred as much religion for as little money as possible.

More than once they



FULTON AVENUE, BETWEEN BRIDGE AND LAWRENCE STREETS, IN 1776.

got into difficulties with the authorities for trying to avoid payment of church taxes, on the ground that they did not receive full value in ecclesiastical ministrations. The post of schoolmaster must have been a somewhat difficult one to fill. The idea seemed to prevail that a pedagogue must be a universal genius if he could hope to earn his pay. He not only was expected to give instructions to the youth under his care, but also to act as sexton, lay reader and chorister in the church. Breuckelen, as well as Sleepy Hollow, had its Ichabod Cranes, whose quavers woke the echoes on still Sabbath afternoons, and whose birch woke other melodies on week days.

The Dutch had founded a simple government for Breuckelen. A superintendent was appointed for the regulation of the town and subsequently Schepens or magistrates and a Schout to assist them in the executive details of justice. The English, when they came, changed the form of local government somewhat, while avoiding any change which might disturb the serenity of the townspeople, who dearly loved to adhere to their established forms and customs. Apropos of this and by way of parenthesis, there is told a story of a Dutch church whose officers, elected for two years at a time, had grown gray in the service. Some one asked, "Don't you believe in rotation in office?" "Rotation, yes, of course," was the reply. Have n't we been elected over and over for thirty or forty years? What more rotation would you have?"

Under the new English rule Schepens and Schouts disappeared, to be re-established for a short time when the Dutch for a little while were again masters of their old domain, and then living only as embalmed in the pages of Knickerbocker. After the establishment of York and his regulations—"The Duke's Laws" as they were called—Brooklyn, Bushwick, Midwout, Amersfoort and New Utrecht were formed into a district and were known collectively as the five Dutch towns. A clerk and eight overseers constituted the local governmental machinery. The latter, who became commissioners after 1663, were required to look after vital statistics, education, fences and assessments.

The new patent which Breuckelen obtained from the English Governor Nicholls was granted in 1667. The recapture of New York by the Dutch occurred in 1673, but this return was of very short duration.

The following year saw the Duke's Laws re-established. When in 1683 the first Colonial Legislature was convened, Kings county came into political existence. The five Dutch towns comprised this division. "There was undoubtedly" says one authority, "a general patent or charter of the town under the Dutch government which is now lost. The Nicholls charter was evidently confirmative of some such former part and the same is referred to by conveyances between individuals. About the beginning of the

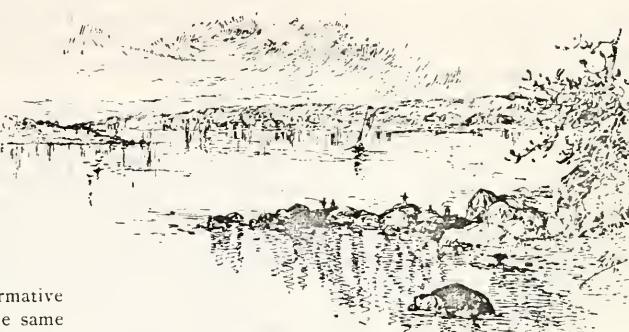
eighteenth century the area of Brooklyn was fixed at 5,117 acres, which was about one-sixth of the present size of the city." A century before the war for independence Breuckelen had become the most important of the Kings county towns, its population and wealth both giving it a leading position.

The accession of James II, (the Duke of York) to the throne of England, was the cause of great concern to the people here, since it was evident that former liberties would be abridged and an era of intolerance begin. The colonists dreaded the effort which would be made to compel compliance with Catholic rule. Fortunately for these fears William and Mary of Orange soon succeeded James' short-lived reign and greater instead of curtailed liberties was the result. Governor Sloughter, who followed the deposed Leisler, commenced his labors in 1691. That same year acts confirming former grants (the patent of Brooklyn among others) were passed; the provincial government was reconstructed and assumed the form which it retained until the War for Independence. Courts of common and general pleas were instituted in the different counties; a new revision of the municipal government was effected and the justices superseded the commissioners' courts. The number of supervisors was reduced and the surveyors of highways became town officers. As illustrating the attention to social details which occupied the attention of local authorities, an order of the Court of Sessions in 1693 is not without interest. It provides that "Mad James' bee kept by the Kings county in general and that the *deacons* of eache town within said county doe forthwith meeet together and consider about their proporcions ffor maintenance of sayde James." From this it is evident that there was no general provision made for the care of the insane and indeed we may infer that this unfortunate class of beings were not common in the community. That the "deacons" were directed to take the support of Mad James in hand is natural, since the common church to which the majority of the people belonged was the Dutch Reformed, or Collegiate, by the rules of which the deacons are entrusted with the care of all widows and orphans and the disbursement of funds for charitable purposes.

Toward the latter part of the seventeenth century, Brooklyn shared with New York a fear of negro uprising, which in the larger town took the form of the famous "Negro Plot" terror, during which the notorious Mary Burton swore away the lives of about forty unfortunate blacks, who were burned at the stake at the place now known as Five Points. The charge against these people was that they conspired to rise and butcher the whites on the island. Precautionary measures were taken by the Brooklyn people to prevent negroes from crossing the ferry without passes, particularly upon the Sabbath, or to purchase liquors. Slavery was an institution which existed in its milder form among the people of this colony. It

had been early established, and kindly relations existed, for the most part, between masters and servants. The decay of the institution was gradual and voluntary, resulting from natural conditions, the last slaves being freed within the present century. A hundred years before the

war for independence, it was usual to present a newly married couple with a slave to start with, and upon the birth of a child a young slave of the same sex was given to attend it. The common value of one of these units of property was from \$120 to \$150. The slaves were for the most part household servants



VIEW OF BROOKLAND IN 1766.



FULTON FERRY IN 1746.

rather than field or farm hands. The last public auction of these chattels of which we read took place in 1773, at which time the Widow Heltze Rappelyea sold four slaves belonging to her. Old papers are full of notices relating to slaves, with the usual proportion of notices of runaways, and the occasional account of a crime committed, but the abuse of the system never reached the pitch which afterwards was deplored in the South.

The area of Brooklyn was fixed in the year 1703 at 5,177 acres. This, of course, did not mean that the city was a compact mass of buildings, as at present. The groups and single houses that were included had wide intervals between them, as in any country place. Peach orchards flourished in the intervening lots, woodlands appeared in the distance, and market gardens showed the thrift of the people. Around the dwellings were prim gardens, with labyrinths bordered with box and old-fashioned flowers that our great-grandmothers used to love. The town was an outgrowth of farm settlements, developed and amplified, as has been already stated. As a natural sequence the roads, which had not yet risen to the dignity of streets, were crooked successors to farm lanes, of which the cows had been the original surveyors. Right of way through farm lands to public wood lots had connected lane with lane in winding roads and crooked byways. At length, in 1704, commissioners, appointed for the purpose, laid out the "King's Highway," and they naturally followed existing roads along the lines of the original lanes. It was ordered that the highway should commence at the ferry, was to be "ffour rod wide," and its limits at the other end to be within the "new lots of Fflatbush." The commissioners failed to carry out the "ffour rod wide" plan throughout, and the people, who wanted an ample and convenient highway, grumbled a good deal. This was especially the case with those landholders who had been obliged to remove fences and buildings which lay in the course of the road, and who thought they should receive a reasonable benefit. The importance to us of the layout of this old King's Highway is in the fact that Fulton street, its successor, persists in the old roundabout habit of the farm lane. There is still an utter impartiality regarding the points of the compass, and the cow-bell followed a hardly more irregular route than that of the street car which succeeds it. The plan or record of the road gave its course from "lowe water marke at the fferry in Broockland," between the lands of John Aerson, John Coe and George Jacobs, "through the lane that now is," and thence "straight along a certain lane to the southward corner of John Couenhoven's land," etc. It touched the properties of Gerretse, Benjamin

Vandewater, Dorant and Claus Barnse, Volkertses, Gregs, Eldert Lucas and others, along fences and paths. After delays and bickerings innumerable the road was laid out as it remained until the widening of Fulton street in 1849. In some parts the original street, in spite of the four rods wide of the order, was so narrow as to be almost useless. Especially in the winter, when the snows banked up on the wall sides, the single sleighs found difficulty in passing each other, and blockades were not infrequent.

In the latter part of the seventeenth century the people who lived on the water-front were greatly disturbed by the presence and prevalence of pirates and buccaneers, who not only troubled those who

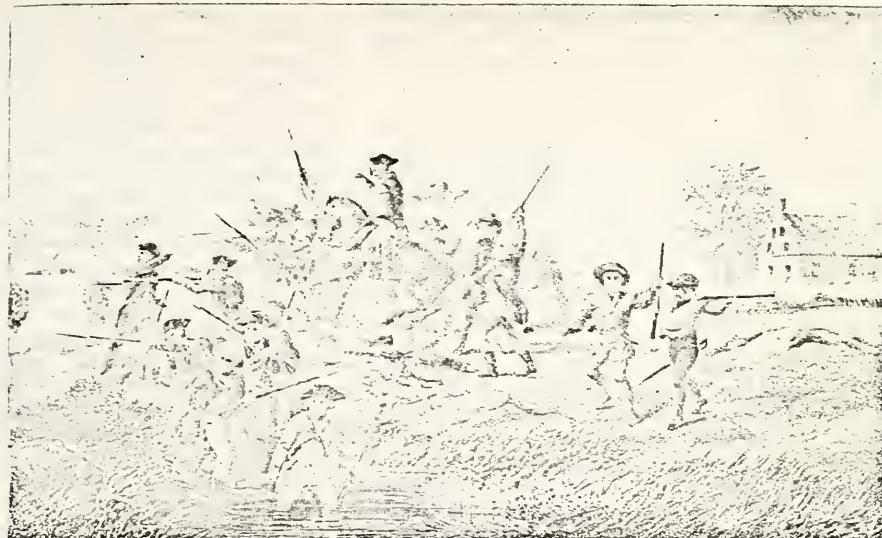


BENSON HOMESTEAD AT NEW Utrecht.

The chain and ringbolt are still in the cellar, supposed to have been used for the confinement of slaves.

went down to the sea in ships, but terrorized the more prosaic people who remained quiet at home. The shores of Long Island made capital places for the rendezvous of the lawless freebooters.

After awhile, it will be remembered, several prominent men obtained for Captain Kidd a commission to go in search of the pirates and wipe them out, so that the merchantmen could sail in safety: and when Kidd finally yielded to the temptations of his calling and took to piracy in his turn, these merchants of Manhattan were hotly charged with being his superiors and backers. Tobacco raising for home use was carried on by the farmers in the neighborhood of Brooklyn at the time of the War for Independence, and cotton was also grown. This seems almost incredible, but it is stated on good authority, and we may believe that this Southern staple was actually produced upon Long Island, though presumably in limited quantities.



LORD STIRLING AT THE BATTLE OF BROOKLYN.

At the right, the Cortelyou House.—Used by Cornwallis for a redoubt.

BROOKLYN IN THE REVOLUTION.



WHEN the war for American independence commenced, Brooklyn was still a little town, slow to move, lacking somewhat in enthusiasm, apathetic in regard to the impending struggle. The character of the people here was like that of the inhabitants of the other Dutch towns which had sprung from New York. So long as their immediate trade, farm or home interests were untouched, they were difficult to rouse, and yet, when finally awakened, kept going by simple inertia. This trait appeared when the transition was made from Dutch to English rule and back again. They were jealous of their personal rights and privileges in all things touching local government, trade and religion, but with these things their interest stopped. So now, when the people of the colonies were eagerly taking sides for or against the American cause, the fever of enthusiasm did not prove infectious to the people of Brooklyn generally. Yet there were notable exceptions. An earnest minority of the inhabitants committed themselves to one side or the other without reservation or return.

At the beginning of the war a number of house-groups, more or less separated, but hardly exceeding in all fifty dwellings, within the boundaries of the present First, Second and Third Wards, constituted the town. The first and principal one of these clusters was around the old tavern at the ferry, a place famous for good fare. Phillip Livingston and others lived near the cedar-crowned "Heights." The central part of the present city site was not built upon, most of the dwellings reaching out along the East river shores and the Wallabout.

A number of delegates were sent from Long Island to the Provincial Congress of 1775 and Brooklyn was represented. The congress adjourned on the day before the battle of Lexington, but in New York a representation was immediately called for again, and on the 24th of May deliberated upon the public safety; but the lukewarm members from Long Island had to be spurred up to their duty from time to

time. Later an election of delegates was declared defective because the men chosen had not been instructed to frame a new government, and the new election which was called for never took place. In August Mr. Polhemus, a descendant of the minister of that name who figured so largely in early Brooklyn annals, appeared before the convention with the statement that Kings county had elected no delegates since May, and that he had been requested by the county committees to represent them till the next election. This he was permitted to do.

When Washington was full of anxiety and the American cause needed all the bolstering it could get, General Charles Lee's successful effort to raise recruits in Connecticut gave great comfort to the leaders, and his arrival in New York in 1776 with twelve thousand men put a new face on affairs. It was after the loss of Boston by the British, and New York was evidently to become the principal centre of attack, so that nothing could have been more timely than Lee's arrival. His command included a number of Pennsylvanians, and one of his first moves was to throw four hundred of these into Brooklyn, spreading the force over as much ground as possible, so that it formed a guard from Wallabout to Gowanus. The inhabitants, whether they liked their visitors or not, were obliged to submit to one of the inconveniences of war time and accept the martial guests who were billeted upon them, for whom they were allowed a compensation of seven shillings a week for officers and one shilling and fourpence each for common soldiers. Board in Brooklyn to-day is noticeably higher. Scarcely had Lee's labors for defence commenced when Stirling took his place and carried on his plans. More than half a hundred men, with an auxiliary force consisting of one-half of the able-bodied citizens of Kings county, were soon engaged in throwing up earthworks and constructing defences. Not that the labors of the citizens were voluntary; in some cases far from it, for the order to work came from Congress and was peremptory. Among the first batteries constructed was one mounting eight guns and was situated on Jacob Hicks' land on Brooklyn Heights. A regiment was placed on Red Hook, the furthestmost point north of Gowanus, and here a redoubt called Fort Defiance was built. Its armament was one three-pounder and four eighteen-pounders; the corner of Conover and VanDyke streets now marks the spot. At the same time a thousand Continental troops were landed on Governor's Island. Meanwhile videttes, composed of Captain Waldron's troop of light-horse, were guarding the southern shore of the county. Following these came Colonel Hand's riflemen, stationed at New Utrecht. Guards were set to prevent communication between the people on shore and the enemy, and parties placed upon elevations near the city acted as lookouts.

While this work of preparation was going forward and nothing but war and the chances of battle were occupying public attention, sickness began to make havoc among the soldiers. General Greene, who had succeeded Stirling, was laid low by a fever, and Sullivan was appointed in his place. At this time the force at Brooklyn consisted of 27,000 men. The defences were Fort Putnam, on a hill above the Wallabout (now Washington Park); lines of entrenchment from this point northwesterly and westerly along the old Jamaica turnpike; a redoubt where DeKalb avenue intersects Hudson street, another near the entrenchment line; Fort Box, mounting four guns, on Bergen's Hill, and another redoubt with five guns, on a hill between the Jamaica road (Fulton Place) and Brower's mill-pond. Then there were the Ponkiesburg (or Cobble) Hill fort, with three guns, and various minor works.

The immediate presence of the military and the pushing forward of the lines of defence on all sides gave a very different aspect to sleepy little Brooklyn, and the villagers at last awoke to the fact that something was going on which might possibly be more important than even the cultivation of their grain fields, the preservation of their wood-lots or the doctrine of their clergy. The placing of the *chevaux de frise*, which had been set in the East river to impede the progress of the British frigates, seemed no doubt a stupendous undertaking to the people whose grandchildren were to see the piers of the East river bridge rise from the same strong current with more peaceful purpose. The billeting of soldiers upon the inhabitants was looked upon by some as a shameful infliction, but it perhaps accomplished as much as any other measure to suppress that Toryism which had appeared in some quarters, and which the Continental Congress was using every means to stamp out in Long Island and elsewhere.

The rejection by the American commander of the treacherous Lord Drummond's flag of truce precipitated the British attack upon New York and the effort to secure the principal strategic points in the vicinity. In anticipation of this New York was emptied as far as possible of its Tory residents, the public archives were removed to Philadelphia, and in all points the little city was like a ship-of-war whose decks were cleared for action. This naturally put Brooklyn in a state of ferment, and in the midst of the excitement news came, upon the morning of the 22d of August, that Lord Howe had landed a large force of men at Gravesend Bay. Simultaneously with this news, General Livingston, then stationed at Elizabeth, N. J., was notified that a force of fifteen thousand men was moving on Elizabethport, Amboy and Bergen. With the landing of the troops from the British ships upon the shore of Gravesend Bay came the booming of cannon and the hurtling of shells that crashed into the woods to the great alarm of the inhabitants of that part of the neighborhood. The panic spread; farmers all along the shore gathered their stock and in

many cases their other goods and effects, and started for the interior. Families loaded themselves with their little *lares* and *penates* and joined the general exodus. The lanes, by-paths and cross-roads were like little streams that debouched into the more central channels of travel, and from them poured an increasing throng of people in wagons and on foot, driving their herds, while all along this rustic line of march the lowing and bleating of the livestock rose unceasingly. People living near the main roads were awakened, as one observer stated, by the noise, and looked out to find the highways blocked with horses, sheep and cattle.

The following day presented a startling and brilliant contrast to this scene of rural panic. Over the same roads the scarlet coats of the British Light-Horse flitted in groups and companies. Already the claws of the tiger were exposed. The force of the British, amounting to fifteen thousand men, instead of proceeding to Bergen and Elizabethport as reported, landed at New Utrecht, under cover of the guns of the "Phoenix," "Rose" and "Greyhound;" part of these came over in flat-boats from Staten Island. There were in this detachment about four thousand light infantry, with forty cannon. A second division, of Hessian troops principally, arrived a little later at Denyse's ferry, where Fort Hamilton now is. The riflemen, under command of Colonel Hand, could do nothing to prevent this landing. From their lookout they sullenly observed the movement and then fired the hay and grain stacks in the neighborhood and withdrew, while the British forces spread themselves over the immediate neighborhood of Gravesend Bay. The people of Utrecht and vicinity acted in accord with their predilections, either putting themselves under British protection as Tories, or fleeing to the American lines for safety. Those who adopted the latter course were many of them very likely men whose political consciences were not so heavily handicapped by the burdens of prosperity. Cornwallis moved with his Hessian reserves upon Flatbush, and the riflemen who were posted there, to the number of three hundred, retired at his approach. The instructions received by Cornwallis had been not to attack if the post was occupied, but that did not prevent his sending a few iron messengers after the retiring Americans.

On the morning of the 23d, the Americans returned the compliment in a more effectual way. The dislodged company were not only sharpshooters in name but in fact, and the Hessians were no match in a skirmish with their agile foemen, who harassed the flanks of Cornwallis' command, till the men of the latter were forced to entrench themselves in the houses. Emboldened by their success and reinforced by fresh Continental soldiers, the riflemen brought up artillery and tried to dislodge the Hessians from the village, but found that in this sort of a duel they were outmatched by the Europeans. A renewed attack by the Americans on the 26th apparently accomplished the desired result, and the British withdrew to join the main force at Flatbush. In the meantime two more brigades of Hessians had landed at New Utrecht and marched toward Flatbush. The invading force now numbered over twenty thousand men, supported by a large fleet on the water, with an opposing body of Americans numbering only about eight thousand. There were numbers, equipment, experience and discipline—every advantage, in fact, which a soldier values—opposed to the poor, half-armed, untrained handful of patriots. It needed not the eye of a military leader to see that the conclusion was a foregone one.

On the 23d of August, General Howe, the commander of the British forces, had issued a proclamation offering protection and indemnity to those citizens who would deliver themselves up at headquarters as faithful subjects of the Crown, etc. The result of this measure was that a few people took advantage of the offer, while the majority even of those who favored the Tory side preferred to wait and see how the military manœuvres would result. General Putnam took command of the Long Island forces two days after the proclamation was issued. In



DENYSE'S FERRY.—NOW FORT HAMILTON.

Where the Hessians and British Landed, August 22, 1776.



BROWER'S MILL ON GOWANUS CREEK.

Scene of Sterling's retreat. "Yellow Mills" beyond.

the interval General Washington had visited the lines here and found little to encourage him in the situation. Six regiments were sent over to reinforce the defenders, and the Commander-in-Chief addressed the soldiers in such a way as to rouse their loyalty and enthusiasm. The relief of General Sullivan, who was a brave officer, by General Putnam, who added to this quality greater experience and superior generalship, was the immediate result of the commander's personal inspection. The command of the forces on Long Island, outside of Brooklyn, was entrusted to General Sullivan, who occupied the high wooded land now known as Prospect place. To the southward of this position, on the 26th, General Howe's force was assembled in the irregular triangle that lies between New Utrecht (the general's headquarters), Flatbush and Flatlands. General Sullivan was between the position of the British and the American works, which extended from Wallabout to Gowanus in an irregular line. But there were numerous points at which the ridge upon which the American outpost sat could be crossed; roads and passes which all led to the little Rome where General Putnam was entrenched.

Very quietly the forces of Howe and Cornwallis were got in readiness for the final and decisive move. We cannot refuse to acknowledge the generalship which guided the movements of the British during the night of the 26th and the morning of the 27th of August. At nine o'clock in the evening of the 26th the fires were burning, and all the indications of an occupied camp preserved upon the plain where the red-coats had been massed. But at that hour the invading force began their silent advance upon the Continental position. The main column, taking Flatlands as a point of departure, moved without beat of drum in the direction of the Bushwick Hills. Late in the afternoon of the 26th Lord Cornwallis had withdrawn from Flatbush to Flatlands, leaving the 42nd Regiment at the former place. Sir Henry Clinton, commanding the vanguard of the right and followed by Lord Percy, took the road to New Lots. The left was commanded by General Grant, who according to the plan of attack was to take the coast road toward Gowanus. De Heister, with his Hessians, occupied the centre, while the important right wing was to turn the American left. In advance of the noiseless column of the right the light troopers swept the country, taking in everybody on the way and thus gaining all the information possible as well as preventing betrayal of their movements. A short time before the much-criticised Connecticut light troopers had been withdrawn from the American force on Long Island, and their absence at this juncture probably contributed largely to the completeness of the surprise. Mount Prospect Ridge was crossed by three passes, and each of these was guarded by about eight hundred men. On the evening of the 26th Colonel Hand's regiment was posted on the west road; Colonel Johnson of New Jersey, with Lieutenant-Colonel Henshaw, was next to him, and Colonel Miles of Pennsylvania was stationed at the east.

The advance of the British right was somewhat circuitous, by way of lanes, by-paths and fields, to insure greater security, and it is said that at a distance of ten rods the sound of the marching troops could

not be heard. Considerable care was taken to avoid Schoonmaker's Bridge, which was afterwards found not to have been guarded. At two o'clock in the morning of August 27th the vanguard had reached Howard's half-way house, where Howe entered in disguise and called for drinks. He asked Howard whether he had joined "the association." Receiving an affirmative reply, he responded: "Very well; stick to your integrity, but you are my prisoner and must guide me across these hills out of reach of the enemy, the nearest way to Gowanus." At the point of the sword Howard complied, and with his son, who was also pressed



HOWARD'S INN, EAST NEW YORK, IN 1776.

into the service, conducted his captors over the hills and through the woods to the cleared land on the north side. Several Americans were taken on the way, and at least one of these subsequently died in a prison ship. Upon reaching the vicinity of the Jamaica pass, where it was naturally expected that a force of Americans would be posted, the invaders did not attempt to use it, but effected a flanking movement by climbing the hills, a manoeuvre which tested the discipline of the troops. Again the English general was astonished to find that the movement had been unnecessary, as the pass was unguarded.

In the meantime General Grant, advancing along the coast road on the west, was met by Colonel Atlee and his regiment of Pennsylvanians, who fell back. Lord Stirling, who had been stationed at Gowanus, was personally informed by General Putnam of General Grant's advance and ordered to go to Atlee's aid. He

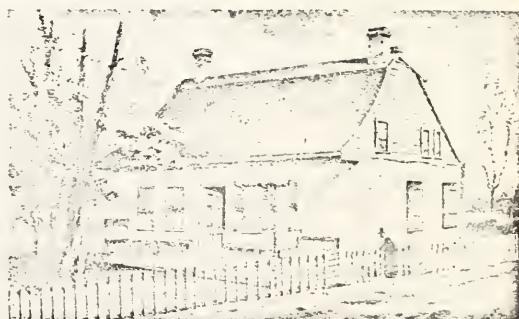
met the latter in the gray of morning on the ridge, and ordering him to place his men in ambush in an orchard near by, formed the Delaware and Maryland regiments who accompanied him along the ridge. Special notice should be given to these brave fellows, who were known by the nickname of "Maccaronis" in the army. In equipment, discipline and courage they were unexcelled in the Continental army, and in the conflict which had begun they gave a good account of themselves. The exact location of the place where General Stirling met Atlee's retreat has been determined as being at the cemetery, at 28th and 29th streets, between Second and Third avenues. General Grant, not long before, had stated in Parliament that with 5,000 men he would engage to march from one end of the American continent to the other.



STIRLING'S RETREAT ACROSS GOWANUS CREEK.

Stirling, in a brief but stirring speech to his "Maccaronis," referred to this boast, adding: "Perhaps Grant has his 5,000 men with him now; we are not so many, but I think we are enough to prevent his advancing further on his march than that mill-pond." By daylight of the 27th the opposing forces at this point were engaged in a skirmish which lasted for several hours, neither party attempting to dislodge the other, since Stirling's main object was to keep the enemy in check, and that of Grant was to engage the attention of the Americans till signal-guns should announce that Clinton had completed his flanking movement and gained the position he sought in the rear of the Continental outposts.

About the time the skirmishing at this point commenced, De Heister, commanding the Hessians at Flatbush, opened fire upon the American redoubt opposite. This engaged Hand, whose post Clinton was engaged in passing. Sullivan, taking four hundred men who could ill be spared, advanced to reconnoitre just at the time when the British had succeeded in gaining his rear. On receiving word from Howe that the Jamaica pass was unoccupied, Clinton secured it by placing there a detachment of light infantry and at daybreak pushed forward with his own command, and Lord Percy's bringing up the rear, they breakfasted on the Bushwick Hills, thence hastening toward Bedford. Twelve hours after the start from Flatlands, on the evening of August 26th, the British line occupied the distance between Bedford and the junction of the Jamaica and Flatbush roads, not more than half a mile from the American line, that was giving its whole attention to De Heister's guns on the other side. When Clinton's guns were heard, the effect on all of the players in this pitiless game was instantaneous and powerful. But with what different feelings the British, who had been waiting for the signal, and the surprised Americans listened to the detonations! Count Dunop's jagers, under De Heister's command, pressed forward to attack the redoubt they had been amusing for hours with their fire. Washington Irving says that "Sullivan did not remain to defend the



SUYDAM HOUSE, BUSHWICK LANE.
Built by Leffert Lefferts, 1700. Occupied by Hessian troops.

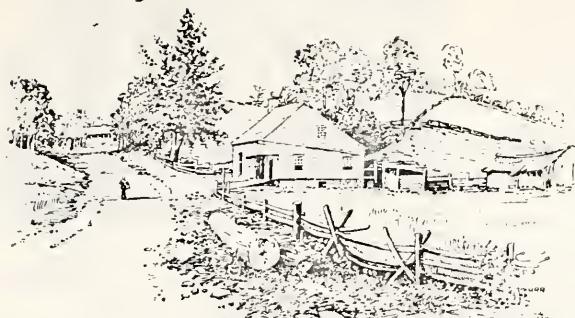
redoubt. Sir Henry's cannon had apprised him that his flank was turned and he in danger of being surrounded. He ordered a retreat, but it was already too late." The impetuous jagers, charging the already disheartened Americans, carried their redoubt and pressed the defenders back upon the grenadiers who were waiting to receive them. The commingling of different parties of the Continentals, who seem very early to have lost all harmony of action, added greatly to the confusion and made the havoc which ensued more sure. Caught in a trap, enclosed fatally between the Hessians on one side and the grenadiers on the other, the doomed but courageous Continentals threw themselves into the fight with the ardor of despair. It was afterwards stated that an impression prevailed among them that the foe would grant no quarter. However this may have been, the heroic though frantic defence they made against the bayonets of their overwhelming foe entitled them to the respect as well as the pity of their countrymen. Back and forth, from tree to rock, from coppice to ravine, over rough ground and through by-lanes, in little knots and groups they were driven, fighting till they were overpowered by sheer force of numbers and made prisoners.



DEBEVOISE HOUSE, BUSHWICK.
Occupied by Hessians after the battle. Now owned by Isaac C. DeBevoise.

At last human nature could stand no more, and the fight became a flight in which the fugitives were shot down like cattle. The attempt to reach the works at Brooklyn was futile for the great majority of those in retreat. At a point near the present Flatbush avenue on Atlantic street the butchery was greatest. From his eminence the Commander-in-Chief watched the extermination without the ability to succor his soldiers. Sullivan was taken prisoner while fighting in a cornfield, and few of his men who survived the carnage made by Hessian bayonets escaped the same fate.

"While these things were happening on the American left, Lord Stirling was giving a splendid account of himself at the right. His Delaware and Maryland soldiers stood for four hours and more, with a firm and determined countenance in close array, their colors flying, the enemy's artillery playing upon them all the while, *not daring to attack them*, though six times their number." The italics are Washington Irving's. Lieutenant Haslett wrote the account after the battle, and fell into a natural error. We can see more clearly than could one of the actors in that affair that it was not fear but the pursuance of a well-matured plan which kept Grant from advancing at first. He was waiting for the signal. When the first guns from Sullivan's rear announced the success of Clinton's plan, Stirling at once saw the necessity for a withdrawal to avoid being surrounded, and attempted to retreat by a circuitous route. The sudden advance of Grant upon the same alarm had the effect of overwhelming Atlee, who was taken prisoner. Stirling's



BATTLE PASS, (Prospect Park) IN 1866.

exclaiming: "Great God! What brave fellows I must this day lose!" It was a memorable fight—desperate and heroic. Stirling held his ground like a hero, while the brave "Maccaronis" covered themselves with glory. Cornwallis being reinforced, the general of the Americans reluctantly ordered a retreat toward the camp, directing that the way be forced. The Marylanders fell into an ambuscade, from which only a few escaped. So at last even the semblance of a formation was broken, and the retreat became a chase—a rout from which the pursued would turn now and again in small groups to make a momentary stand against their pursuers. Lord Stirling sought De Heister, who had appeared upon the scene of carnage, and surrendered himself as a prisoner of war, perhaps thinking that at such a time his English compatriots would give him less *just* treatment.



BATTLE PASS IN 1776.



BATTLE PASS IN 1892.

efforts to reach the American lines were checked at a place known as the Yellow Mills on Gowanus creek, where there was a mill-dam and bridge, by the sudden appearance of Cornwallis and his grenadiers.

Washington, sick at heart from watching the rout of Sullivan's men, expected to see the instant surrender of Stirling to the vastly superior force of the British, but to his utter amazement the plucky leader turned to give battle. Washington wrung his hands in his agony of mind,

One of the strongest proofs that could possibly be given of the bravery and enterprise of the young men who had just given battle to Cornwallis lay in the fact that the few who managed to escape the slaughter brought with them into the lines *twenty-three prisoners*. General Washington naturally expected an immediate attack upon the inner works. The garrison was not only weakened by losses, but could not but have been despondent in the anticipation of a vigorous attack. But the attack was not made, for the reason, it has been stated, that Howe wished to show forbearance and save unnecessary bloodshed. That night Glover's regiment of Gloucester fishermen—"amphibians" as somebody called them—arrived from across the water to man the boats in case it should be found necessary to order a retreat to New York. With



PIERREPOINT MANSION. ("The Four Chimneys.")

Stood near Montague Street and Pierrepont Place. Washington's Headquarters during the battle of Brooklyn.

anchor near by. The truth instantly flashed across each mind that the same tactics which had crushed Sullivan between the Hessians and the grenadiers might be employed to entrap and obliterate the American garrison by bringing up the war ships so as to cut off the retreat to New York. Hastening back to Washington with the news and their conjectures regarding it, the officers took part in the council of war which was immediately held, at which it was decided that a retreat should if possible be effected. Fortunately the fog held. Boats were immediately called in from all available points, and Glover's "amphibians" put in charge of the embarkation. Then the work of removing the garrison and arms to New York commenced. As one division after another silently left their places in the works those who remained spread out to fill the places which had been left vacant. Only one mistake was made, General Mifflin's regiment, which was to have remained to the very last, being marched to the boats at an inopportune time. This was owing to an error in the transmission of an order, and was remedied at once without the enemy having discovered the absence of the garrison. The remarkable feature was in the fact that the men went back in an orderly way without showing panic or insubordination, waiting patiently till their turn should come. The retreat was a complete success and was conducted, in the opinion of military critics, in a masterly manner. It was a difficult affair for the officers to manage, for the eagerness of the troops gathered at the beach led them to tumble into the boats as fast as they could. It is related that Washington, who "swore terribly at Monmouth," also displayed an effective power of indignation at Brooklyn. To end the disorder he seized a huge stone, and, holding it high above the boat, ordered the men out of it, threatening with an impassioned oath to "sink it to hell." The boat was promptly vacated and embarkation proceeded thereafter in an orderly way. All of the troops and the armament of the forts, with the exception of a few heavy guns, were removed to New York, and the occupancy of Brooklyn by the Continental forces was at an end.

The quartering of the American troops upon the villagers of Brooklyn had been irksome, and just before the transfer of the American command to General Putnam the destruction of property and disregard of property rights became more than annoying. Demoralization is always cruel and unlovely. The disposition of the American troops was therefore a matter of complaint from the householders and people of property, but it was nothing to the inconvenience, discomfort and wrong which the townspeople suffered at the hands of the English victors after the last American soldier had been driven from his defences. The wide difference between even the poorest and meanest American in his methods of thought and life and that of the professional soldier of England or, worse, of the Continent, needs no remark.

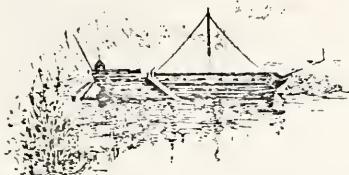
Although after the battle of Brooklyn, or of Long Island, as it is generally called (the "Battle of Flatbush," by the chronicler of that section), the majority of the inhabitants hastened to reply to the proclamation of Lord Howe by submitting their allegiance to the crown of England; although the members of committees and official representatives to Colonial assemblies followed the example of the rank and file and protested their loyalty in a document in which all fealty to congresses and committees is denied, and pleasure is cravenly

them came two regiments of Pennsylvanians. The effect of these arrivals was almost incalculable in cheering the men who had just witnessed the defeat of their companions.

The British commander commenced throwing up earthworks at a short distance from the American lines, and it became evident that he intended to carry them by regular approaches. While this work was progressing, a heavy fog fell, which prevented the anxious Continentals from seeing what was going on. Taking advantage of its continuance, General Mifflin and several others rode out to Red Hook to reconnoitre; as they reached the point the fog lifted and they saw with consternation that there was unusual activity on board of the English war vessels which lay at

PRESBYTERIAN CHURCH, JAMAICA.
Used as a prison by the British.

expressed at the prospect of returning once more to English rule; yet these acts of concession and submission did not save the people from the most unpleasant results of the proximity of a camp. The worst of the Hessian mercenary soldiers came in contact with an almost defenceless community.

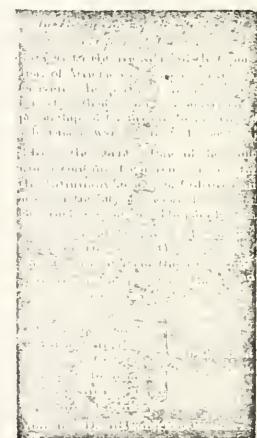


"OLD JERSEY" PRISON SHIP.

militia, who had taken a very small part in the defence of Brooklyn against the invaders, was to be expected. Even during the time of active hostilities they had hidden themselves in some cases, and in others deserted to the enemy. The American prisoners were in many cases paroled, and upon a promise of Congress to pay two dollars a week for their board they were billeted upon the inhabitants. That both they and the British soldiers were unwelcome guests is certain. There was little enough of provisions for the impoverished inhabitants themselves, and the necessity of providing for their compulsory guests at a price which even at that day was extremely low did not add to their satisfaction or comfort.

After the submission of the citizens, compulsory registration followed, and then, to attest their loyalty, men, women and children were decorated with red badges. As the material for these decorations became scarce, it is said that the women sacrificed certain garments, presumably needed for winter warmth. It was a decided case of "kissing the rod." Brooklyn was virtually under martial law, which in that case meant no protection for property, no regard for individual rights. Silverware, to be safe at all, was buried or otherwise hidden, and various methods and stratagems used to avoid theft and imposition. It is apparent that while the majority of the men offered allegiance, and the women wore at least the outward signs of fervent loyalty, yet many of the latter sympathized with the Colonial party secretly. Perhaps this feeling grew with the continuance of inconvenience and suffering to which they were subjected. Perhaps, too, the supercilious attitude of the British had much to do with conversions. The average red-coat officer did not consider the slow Dutch farmer his equal, and was at no pains to conceal his contempt for one whom he regarded as a simple yokel. Although instances have been quoted where a Brooklynite was obliged to submit to a caning for forgetting to salute one of his military masters, yet the latter were seldom at the trouble of noticing or returning the customary observance. In property, in rights, in comfort and in pride the people were despoiled, and learned too late how fictitious was the glamour that surrounded the British "protectors." Not the least of the harm done by the presence of the soldiery was in the introduction of camp vices and unthrifty habits among the young, of depression, of sports and amusements, but almost invariably such as gave opportunity for gambling or the indulgence of brutal tastes. The battle of Brooklyn resulted in the exposure of many unburied bodies in the woods and ravines over which the slaughter of Sullivan's and Stirling's men had occurred. These and the filth of the camp produced sickness, to which a damp autumn which followed the hot summer added, and many deaths were occasioned.

It is not necessary to give a full account of the prison ships in which so many of the people of Long Island, as well as the soldiers from other parts of the country taken in battle languished. There were various prisons whose horrors have been told by the historian and the sickening details brought to light from old records, and letters yellow with age. But the misery of the "Sugar House," and other prisons, did not compare with the sad condition of those who formed a living grave in the floating "hells," as they were aptly named, which, anchored in the waters of Long Island, were a constant reminder of the



TABLET FROM THE TOMB OF THE MARTYRS.

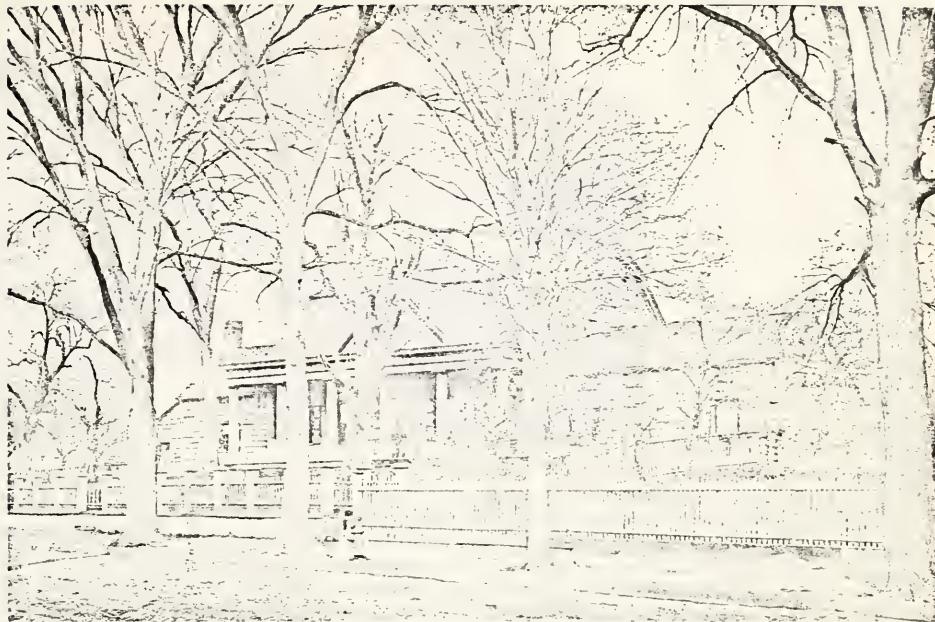
We read, even during the period which gave opportunity for gambling

tender mercy of the gracious English. Fully five thousand people are said to have been immured toward the end of 1776 in the "Jersey" and other prison ships. Many of these unfortunates were soldiers taken in the battle of Brooklyn, while others were civilians who had adhered to the Continental cause and faith, and were not admitted to parole for various reasons. The ships were old, dismantled hulls, from which all the exterior fittings, even to the figure-heads and rudders, were removed. The port-holes were closed, and smaller windows, crossed with iron bars, cut in the place of them. These gave little light and less air, the supply being entirely insufficient for the unhappy beings that thronged the spaces between decks. Food, insufficient in quantity and vile in quality, was portioned in much the same manner that a careless servant would feed a kennel of dogs. Men got their food, slept, lived and died in a common pen, where the constant effluvia from the pent, unclean crowd must have been unbearable. Sickness such as prisoners are subject to, sickness from foul air, uncooked food and discouraged hearts, was only to be exceeded in fatality by the ravages of epidemics. The small-pox broke out and slew its hundreds. From all sources, military and civil, the recruits to this army of the despairing kept pouring constantly in. Prisoners arrived day after day, by tens and twenties and hundreds, yet though none were ever released, the ships contained all in their over-crowded holds. Death made room for the newcomers. The poor wretches prayed for it, welcomed it when it came. No tongue or pen can describe the anguish of those to whom it was for a season denied. On one occasion a number of the prisoners succeeded in setting fire to their jail, and though the majority were rescued, to be crowded upon an already overful ship near by, yet some perished in the purifying flames. Of all the griesome tales that wars have contributed to the world's chamber of horrors, there is noæ more terrible than that of the prison ships.

The loss of Brooklyn's town records was one misfortune, the effect of which is felt to this day. During the Revolution John Rappelyea was clerk to the Town Clerk, Leffert Lefferts. He adhered to the Tory cause, and his wife succeeded in making herself obnoxious, it is said, as an offensive partisan. Between them, prompted either by pique or some other motive, they made away with the town records, taking them to England. It is stated that Mrs. Rappelyea was the guilty party, and that she so angered her patriotic neighbors by persistence in the tea habit after all the rest of the American community had sworn off, that her house and candle were made a target by hot-headed militiamen. In revenge, she sent a negro servant to impart information of importance to General Howe, at the time of the American evacuation of Brooklyn; but the messenger fell, fortunately, into the hands of the Hessians, who could not understand him. Brooklyn became too warm for the lady, who was accompanied in her emigration by the records. In the year 1810, a granddaughter of the Town Clerk's clerk returned to America and offered the city of Brooklyn the stolen records for the sum of \$10,000. Through a spirit of economy or prudence or stupidity, the authorities allowed the papers to slip through their fingers, neither acceding to the demand for purchase money nor taking legal measures to secure them. The loss was a total and irreparable one, unless some future discoverer should come across the missing records in some forgotten English hiding-place.

One blessing the army of the Tories left—only one which has been noticed—that was the discovery of turf for fuel. The absence of wood, where before it had been so plentiful, made this a great boon. The presence of a vast supply of turf on Long Island had been known previously, but to the British soldiers was due the knowledge that this unappreciated material was a splendid fuel which could be used in place of the devastated woods upon which they had before relied.

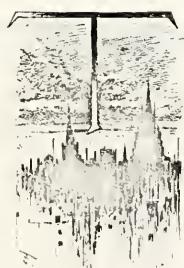
It is a matter of more than passing interest to locate the forts which were situated in and near Brooklyn during the war for independence. At a point near Pierrepont and Henry streets was Fort Sterling. Fort Putnam was on a wooded hill near the Wallabout and is now called Fort Greene. On the lands of Van Brunt and DeBevoise at the intersection of Nevins and Dean streets stood the original Fort Greene. There was a small redoubt near the Jamaica road somewhat to the east of Fort Putnam, and another on Bergen's (or Boerum's) Hill was called Fort Box; this mounted four guns and its site was near the termination of Hoyt and Carroll streets, not far from Smith street. Corkscrew Fort was on Ponkiesberg, or Cobble Hill and was also called the Cobble Hill Fort; it occupied the space which Atlantic, Pacific, Court and Clinton streets now bound. The land is described as a high conical hill, but it is certain that no such hill exists in that locality to-day. Fort Defiance was at Red Hook. The Corkscrew Fort in 1812 was named Fort Swift, after General Swift. Fort Putnam became Fort Greene, the oblong redoubt between Putnam and Greene was named for Cummings, Fort Greene was called Fort Masonic and Fort Box was called Fireman. The fact that most of the hills upon which the old redoubts and lines of defence stood have been obliterated and the works themselves replaced by piles of brick and masonry of a more pacific character, makes it hard to identify the sites and difficult to realize that actual war ever raged in what are now peaceful Brooklyn streets.



THE OLD BERGEN HOMESTEAD.
Formerly at Third Avenue and Thirty-third Street.

FROM VILLAGE TO CITY.

1783—1841.



HE general meagreness of the records of personal experiences in a period so full of interest as that of the British occupancy of Long Island, makes the little that has been transmitted to us of double value. While the records of the movements of armies and the game of war are valuable to the student of history, that which appeals to us most strongly is the narrative of the homely lives, the sufferings, shifts and social ways of the class whom Abraham Lincoln called "the plain people."

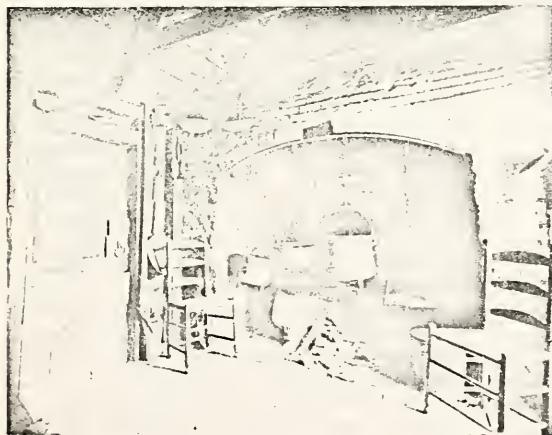
During the war, amid a great deal of apathy and some Toryism, there had been much sturdy patriotism and loyalty to the continental cause. A large sum of money was contributed by the inhabitants hereabouts to the American party. This money was secretly collected, the sugar-house or the prison ship being the penalty of exposure for the collector and the contributor alike. To give, as some people did, hundreds of dollars out of their poverty and distress, when the giving was attended

with such personal danger, was a kind of heroism which goes far to offset the somewhat sluggish patriotism of the people as a whole. One incident is full of entertainment. It is related that a certain major in the American army was in the house of a Dutch matron who was counting into his hands her carefully saved contributions to the cause—not a little of which had been earned by selling milk and butter to the English officers—when one of the latter appeared at the gate. Consternation was expressed in the faces of the lady and her daughters, while the visitor looked anxiously for some way of escape from the uncomfortable trap in which he found himself. Never losing her presence of mind, the good mother commanded one of her daughters to hurry out to meet the visitor and engage him in conversation, and on no account to let him enter the house. Then occurred a lively scene; the Dutch maiden at the porch calling all her vivacity into

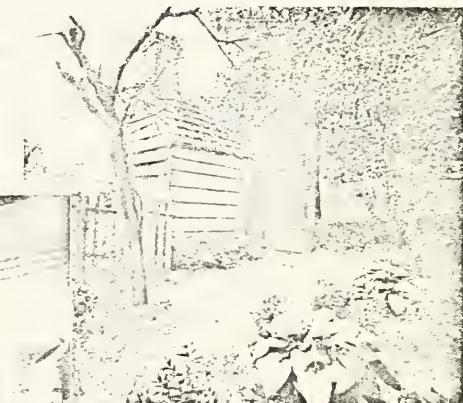


DUTCH GARDEN AT THE BERGEN HOMESTEAD.

new light on the conversational ability of Dutch girls. A party of Clinton's young officers captured the carefully hidden money of another good lady, and after having it for a time in their possession, returned it without a suspicion of its existence. The place where this little treasure was concealed was one of the fat pincushions which Brooklyn housewives of the olden time were wont to wear attached by ribbons to their girdles. Some one of the officers who were billeted upon the family drew his sword in rough pleasantry and cut the ribbons which held the pincushion in question, so that it fell heavily to the floor. Not noticing the unusual weight, the unmannerly crowd began to play ball with the improvised bank, and the dame, not daring to betray any trepidation or interest, was obliged to sit calmly knitting while her store of Jacobusses and Josephusses and silver pieces was tossed and struck from hand to hand. It is possible that she dropped some stitches, but her face remained impassive while the pincushion was fished from under the table or rescued from the ashes of the hearth, in imminent danger of bursting or burning, and thus revealing the hidden store of gold. We value the humorous story of the girl who rushed out with a broomstick to



INTERIOR OF SLAVE KITCHEN.



SLAVE KITCHEN, BERGEN HOMESTEAD.

frighten the horses attached to a gun-carriage, and succeeded in making them overturn the piece. What fright and glee must have been hers as she ran from the pursuit of the enraged gunners. Verily the Brooklyn girl has always been equal to even her own high reputation for attractiveness, quick wit and charming resolution. A readjustment of social relations

play to charm and detain the unsuspecting Englishman, talking as only a lively girl can talk, making the visitor forget the object of his visit and also perhaps reconsider some of the national prejudices against the Dutch, while the major and his hostess within the house hurried from room to room in search of a safe hiding-place. It is a pleasure to add that virtue, embodied in the comely maiden and her patriotic mother, was triumphant, and the villain (continental for Englishman) went away satisfied that if he had forgotten the errand on which he had come, he had at least gained

and settling down to something like former habits gradually took place. New boundaries did not do away with old customs entirely, though the old order had changed in part. The last thing to give way was the use of the Dutch tongue and the folk-lore and folk-habits that it carried with it. The children still had the rhymes of Holland to comfort them. "St. Nicholaas, goed heilig man," was still the patron of the Christmas holidays; quaint superstitions threw a glamour of poetry about the prosaic details of farm and household, and the simplicity of thought that the world was fast losing retained for a little while its last stronghold here.

Next to the readjustment of farm boundaries came the reorganization of local government, but not for several years was this completed. The first town meeting subsequent to 1776 was held in 1784. Then it was discovered for the first time that the town records, already alluded to, had been stolen. The realization of the importance of this loss did not come for many years, so that the opportunity to recover the documents, which occurred but once, was not embraced.

The state government recognized Brooklyn as a town in 1788. From this time its growth was gradual, but some advance was apparent. The beginning of a new spirit of enterprise was to be seen, though to us doubtless the life of the townspeople would seem only less than absolute stagnation. Before the end of the eighteenth century the population had reached 1,603, of whom 224 were electors. A writer of that day (the Rev. Jedediah Morse, in his "American Gazetteer") says that Brooklyn contained "A Presbyterian Church, a Dutch Reformed Church, a powder magazine and some elegant houses, which lie chiefly on one street." Probably the placing the churches and the powder magazine together in this manner was purely accidental. While the State census of 1796 gives the population of Brooklyn at the figures stated above, the total number of inhabitants in Kings county, according to General Jeremiah Johnson's scrap-book, was 4,495, including 621 electors—"930 of these are free white males of ten and upwards; 700 free white males under that age; 1,449 free white females; 1,432 slaves and a number of free persons not enumerated. The inhabitants are chiefly of Dutch extraction. Some are attached to their old prejudices, but, within a few years past, liberality and a taste for the fine arts have made considerable progress. The slaves are treated well, but the opinion relative to their freedom is yet too much influenced by pecuniary motives. It would certainly redound to the honor of humanity could that blessing be effected here."

At the beginning of the century the town of Brooklyn was divided into seven districts, known as The Ferry, Red Hook, Brooklyn, Bedford, Gowanus, Cripplebush and Wallabout. The Ferry included all the land lying between the Wallabout mill-pond and Joralemon street, and was afterwards enlarged so that it corresponded with the first five of the city wards of a later date. The Red Hook district, including the Red Hook, was bounded on the eastward by District street and extended to a line from the head of Brewer's Mill-pond to the corner of the Red Hook road. Brooklyn included the land lying south of the Ferry to Flatbush, between the post road and the old estate of N. R. Couenhoven. Bedford lay to the east of Brooklyn and along the line of lot No. 1 to Bushwick. The Gowanus district lay west of Brooklyn, Bedford and Red Hook, with Flatbush on the south and New Utrecht on the west boundaries. Cripplebush ran south to Bedford, east to Bushwick and north to the Wallabout creek. Wallabout lay between Brooklyn, Bedford, Bushwick and Wallabout Bay and the Ferry. The Catherine Street Ferry, or "New Ferry" as it was called, was established in 1795, and close by was a rope-walk owned by Judge Furman, one of the ferry proprietors. A few years later one John Harmer advertised his patent floor cloth manufacture. This John Harmer was the friend and admirer of Tom Paine, who spent some time at his house on Fulton street. Other small manufactories sprang up from time to time, and business enterprises were undertaken. In 1785 the first attempt was made to organize a fire department. In the last year of the last century—the century that had brought so much of change to the town—the first real newspaper was started by Thomas Kirk,



MAP OF BROOKLYN VILLAGE

It was called the *Courier and New York and Long Island Advertiser*. In the copies still preserved there is little of startling interest and their pages would hardly impress one familiar with the journals of the present day, but they possess an interest in common with all pioneer efforts toward development.

The more advanced thinkers were beginning to realize the probable future of Brooklyn, to a limited extent perhaps, but still sufficiently to prepare for future development. The land lying in the direction of Wallabout Bay, it was foreseen, would be the choice of a growing population rather than the territory lying beyond the heights. Town lots, on the tract to the east of the ferry and bounded by the Wallabout, were surveyed and laid out as the site of a future city. It was called Olympia, and occupied the estate which had belonged to the Tory Rapelje, which had been condemned by the committee of forfeiture, after the war. The proprietors, in their advertisement, showed a knowledge of methods which we usually attribute to the modern "promoter" of new towns. Among other things they affirm that: "The land is better situated than any near New York for a counterpart of that city. . . . It is certain that on the southern side of Brooklyn Ferry the hills are so high and such astonishing exertion is necessary to remove them that Brooklyn Ferry can never extend to any great distance in that quarter and all improvements must necessarily be made in Olympia. . . . The principal streets in this village are sixty feet, but the cross streets are not so wide. They are not yet paved, though a vast number of pebbles may be had here," etc. About this time there were eight grist-mills in the different sections of the town, and other improvements, called for by the exigencies of a farming community, were made. It is interesting to note that at so early a date two of the measures which have occupied the attention of later generations were advocated. The first of these, the building of a bridge between Brooklyn and New York, was spoken of as a perfectly feasible scheme and one citizen of repute offered to construct such a bridge, which should be sufficient for all requirements, in two years. It is hardly to be supposed that the contemplated structure was to rival the one which now spans the East river, but to have conceived the possibility of bridging a mile-wide stream at all was a big advance for Brooklyn. The other plan which was suggested was the establishment of a navy-yard at Wallabout. In the year 1800 Mr. John Jackson sold a tract of his land in the Wallabout, to the United States government for \$40,000. At the time that was a large fortune and the sale was considered a very lucky stroke of business. The suppression of the rebellion in Ireland brought a considerable number of emigrants to America during this year and not a few of the exiles settled in Brooklyn; the enterprising Mr. Jackson prepared for the arrival of these people and secured the tenancy of numbers of them by calling a certain hill situated on his property "Vinegar Hill" after the last battle of the Irish Rebellion.

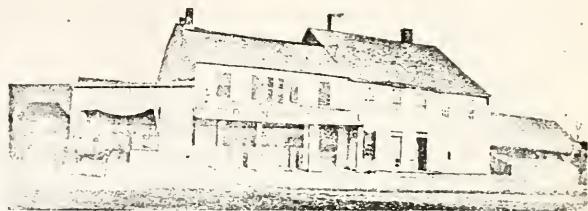
With the increased population and prosperity of Brooklyn came also an increase in crime and vice, or perhaps it would be correct to say the appearance of crime and vice, since the recommendation made at a town meeting in 1802 for the erection of a "cage or guard-house," seems to warrant the supposition that previous to that time there had been no such place. People lived in great security, not anxious for the safety of their goods and chattels, though the streets were unlighted at night and the watchmen few and imperfectly equipped. The householders, in view of the first of these conditions, were recommended to put candles in their front windows on dark nights as a convenience to those having to be upon the streets; that was the genesis of street lighting in Brooklyn. The city was made a fire district in 1801: the following year saw the incorporation of the Wallabout and Brooklyn Toll Bridge Company, by which the roads were straightened so that the distance saved in travel was about seven miles, while part of the way was paved, either then or shortly afterwards. The Flushing Bridge Company was a rival concern which also accomplished good results in effecting a shorter cut to the ferry. The inconvenience of crossing the ferry for banking purposes, especially in inclement weather, was felt by the business men on this side of the river to be unnecessary, and as another mark of progress a bank was incorporated, which proved of great advantage. The growth of a city is like that of a snowball, if there is any reason for it to grow at all; it increases slowly at first, and then more rapidly and noticeably, and, like a boy, outgrows its jacket and bursts its buttons continually.

A scourge visited the city in 1809, and for a time broke off all intercourse with the twin city across the East river. This was the yellow fever. In the controversy which arose regarding its origin and spread, the maintenance of quarantine and such questions, we detect a very familiar note and find a precedent for a great deal of discussion which has interested the people hereabouts eighty-three years later. During the prevalence of the yellow fever there were about thirty deaths, all the victims being under twenty-eight years of age. It was finally decided that the cause of the epidemic was purely local, which seems to be a confession that Brooklyn at that day was not immaculately clean. Among the landmarks of the town, and one which was for years the scene of out-of-door festivities, was one known as the tulip-tree. It was "the tulip" *par excellence*, though in reality it is said to have been a giant magnolia, under whose spreading branches the tryst of the lovers or the revels of the more gregarious townsmen were held. It stood on the lower slope of what were known as "the hills," eminences sloping to the East river, which have since been removed to fill in wharves, etc. Parties from New York, as well

as picnickers from Brooklyn, were in the habit of enjoying the magnolia's shade, but at last one day it was discovered that some party had ignited the trunk by building a fire in it. However, it survived and put forth leaves for several years after that, till finally the march of improvement obliterated the site, and one of the last sylvan landmarks of ancient Brueckelen was only a memory.

During the interval between the Revolutionary struggle and the war of 1812, no part of the country showed a greater advance without suffering a loss of identity than did the neighborhood of Brooklyn. After the indifference with which most of the people had observed the approach of the first war, there had been a steady education in patriotism—in that love of country which is a higher and broader sentiment than love of home, because more unselfish—so that, when the rumors of another war with England crystalized, and the inevitable result of English insults and abuses was imminent, a generation whose fathers had held back and objected to war prepared with alacrity for its share in the new conflict. In the thirty-six years which had intervened, Brooklyn had become thoroughly American in sentiment. But fortunately the preparations were unnecessary so far as local participation in the war was concerned; though Long Island men were to be found in the army and navy of the country. However, the lasting effect of the preparation and enthusiasm was felt in the still greater increase in loyalty and the development of public spirit.

The military companies formed in Brooklyn and neighborhood consisted of four principal bodies. The first of these was a small command called the Fusiliers, under the leadership of Captain Herbert. Their uniform, which was not indeed uniform with anything else in the United States, consisted of short green coatees and Roman leather caps. They were carefully drilled and are mentioned as being a "respectable" body of men. Next came the Flying Artillery, commanded by Captain John Wilson. The Artillerists, which were offered to and accepted by the government, were led by Captain Barbarin. The Rifles, whose captain was Stryker, numbered fifty or sixty members and were arrayed in green frocks trimmed with a broad yellow fringe, the effect of this somewhat gorgeous raiment being suggestive of the katydid; so the nickname of the "Katydid" was applied to the company and accepted as proudly as their ancestors in the old world adopted that of "Beggars" in a former century. Although they did not participate in the actual warfare of that period, yet the military recruits of Brooklyn found



CONTINENTAL HOTEL, EAST NEW YORK.



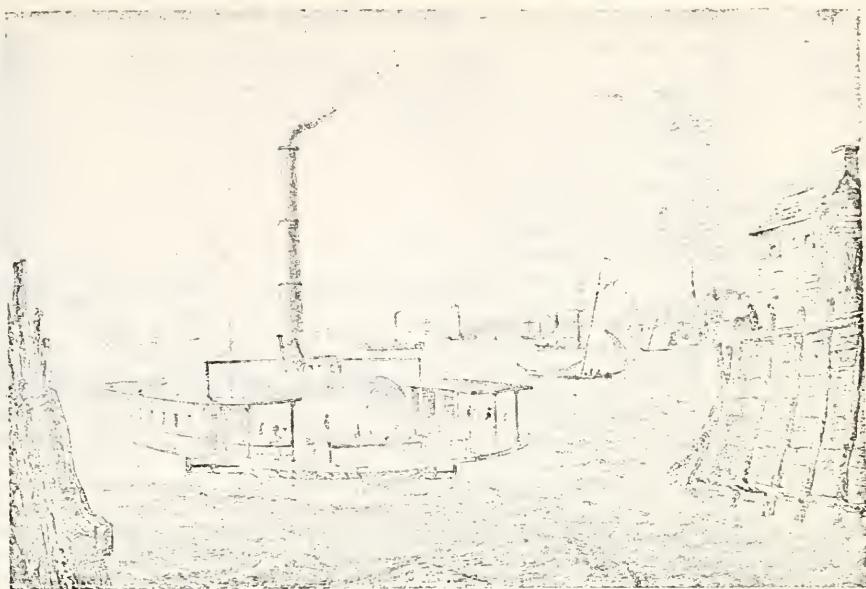
THE BROOKLYN SHORE IN 1820. FROM RED HOOK POINT.

employment toward the close of the war. Not only the military, indeed, but all the civilians who were able to work embraced the one opportunity that came to them to show their well-developed loyalty to the flag. It was in 1814 that the news of the intended expedition to some American port roused the whole country to anxiety and alarm. What the objective point was to be no one knew, but could only conjecture that New York might be the one. The secret report of the committee of defence showed how great the apprehension was, and also that the probable approaches to the city were carefully canvassed. Of these it seemed most likely that the way once taken, by the landing on Gravesend Bay, might again be used in order to get in behind the defences at Brooklyn. General J. G. Swift was appointed to plan and engineer the defences on Long Island. These began at Wallabout and extended to Bergen's Hill and to Fort Lawrence, being overlooked by Fort Greene and Fort Lawrence. They included several redoubts. The working-parties who engaged in building this line of defences were largely volunteers, and included every class of the community. Young and old, white and black, rich and poor, natives and foreigners, all bore a hand, and those who were not able to work cheerfully paid for substitutes. While all the military, not only in Brooklyn, but in the neighboring towns, worked with a will, theirs was but a fraction of the labor. Bushwick, Flatbush, Flatlands, and each of the towns in turn, sent its quota of men, and a chronicle of the affair is still preserved, showing the dates upon which each place or party took its turn. The people of Bushwick, led by their venerable pastor, the Rev. Mr. Bassett, marched to the works as though going to a dance, and while they wielded the picks and spades, the clergyman aided by prayer, exhortation, and more solid comfort in the way of refreshments. From New York, among others, came a party of Columbia College students, eager to take their turn. Even from New Jersey whole villages marched over with music and flags, to participate in what was felt to be a service of national importance. When ground was broken on Cobble Hill, the scene of former conflict, a salute was fired by the military present at the time. One old man came to Fort Greene from a distance, with his four sons, and remarking that he had worked there nearly forty years before in the old war, he seized a spade and labored all day within the trenches. There has never been, before or since, greater enthusiasm shown in the neighborhood of Brooklyn, and it is doubtful if any military work ever numbered among those actually engaged in its construction so many classes of men; certainly none ever excelled this record. From a distance ladies came in a large company to encourage the workers; bands of music and flags accompanied those who made a holiday parade of their labor; the local poets composed songs and verses on the occasion; from the pen of the well-known author of "The Old Oaken Bucket," Samuel Woodworth, came a long poem which began as follows:

" Johnny Bull, beware,
Keep at proper distance,
Else we'll make you stare,
With our firm resistance."

The "firm resistance" was not needed. Almost immediately following this patriotic outburst the welcome news of peace was proclaimed and the necessity for guarding New York had passed for a time at least. But the patriotic spirit and the increased interest of the people in affairs of national moment made the fortification of this part of Long Island by its people and their neighbors more important perhaps than a great victory would have been.

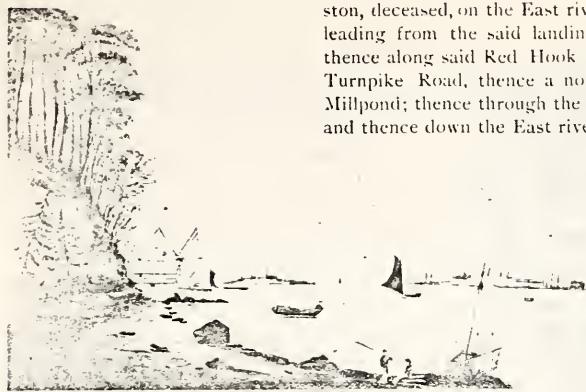
In 1812 Brooklyn experienced her first large fire, in the course of which a number of buildings were consumed and much property damaged. The volunteer firemen of the place were aided in the work by their brethren from across the river, and one of the incidents of the day was the bringing over a "machine" from New York on fishing-smack, which was loaned by its captain for the occasion. The people threw open their houses for the entertainment of the firemen and resolutions of thanks were afterwards passed to all those who had aided in fighting the conflagration. The fact that Brooklyn possessed at this time only a couple of small and inefficient engines and depended mainly upon New York and especially on the "floating engine," so called, from the latter place, made a fire among the frame buildings a very dangerous matter and the better facilities which shortly followed this affair and perhaps were partly due to the correspondence and suggestions it caused, made the town more secure in this respect than it had ever been before. The "floating engine" was a large and powerful crank machine worked by thirty or forty men. It was mounted on a scow and propelled by oars or sweeps and was the great dependence of the Brooklynites. The regular ferry-boats were not sufficiently large to transport an engine and complaint was made on this score. Shortly after this the horse or team boats, invented and built by Mr. John Garrison Murphy, began to ply on the New or Catherine Street Ferry, and in 1814, before the close of the war, the first steam ferry-boat was used. She was named the "Nassau" and made her initial trip on the 10th of May. The carrying capacity of this pioneer boat was five hundred people and the extent to which she was patronized showed how greatly such superior facility for travel between Brooklyn and the metropolis



EARLY TYPE OF STEAM FERRY-BOAT.

had been needed. Elsewhere are mentioned the efforts of those to whom the early growth of our educational institutions are mainly due. In passing we can only refer at this point to the establishment of the Loisian Seminary, which was the mother of our public schools. It was the work of a society or association of ladies, formed in 1813. The object was the education of poor children, and the school was named after Lois, the grandmother of Timothy.

The subject which more than any other occupied the attention of Brooklynites after the close of the war was the incorporation of this place as a village. In 1815 the matter was agitated and with the public school question became one of the two important issues of the day. We find the names of Andrew Mercien, Robert Snow, John Doughty and others who were prominent at that time, interested in both movements. That of the public school organization was decided upon at a meeting held in January of 1816. Messrs. Mercien, Snow and Seaman were elected trustees, and having investigated the cost of a site and other matters necessary to the establishment of a school, reported to the meeting subsequently that the requisite lots, property owned by Mr. Noah Waterbury, on Concord street, had been decided upon. Two thousand dollars was thereupon voted, the sum to be raised by a tax upon the people of the district; and it was further decided that the Loisian School should be the common school of the district. The public meeting to decide upon the incorporation of the village of Brooklyn was held a month earlier and was presided over by Mr. Mercien, Mr. Spooner being secretary. As an outcome of the action then taken application was made at the next session of the Legislature for a village charter, the boundaries proposed being those of the already existing fire district. At Lawrence Brower's public-house a second meeting of the freeholders and inhabitants of the town, held on the 8th of January, 1816, appointed Thomas Everit, Alden Spooner, Joshua Sands, Rev. John Ireland and John Doughty a committee to draft an application for the proper incorporation of the district. These gentlemen met the next day at Hezekiah B. Pierrepont's house and prepared the papers, which were immediately forwarded to Albany. Shortly afterward the bill passed the senate and was referred to a committee of the house. Alden Spooner, just referred to, was the editor of the *Long Island Star* and was an earnest advocate of the bill. Dr. B. F. Thompson, chairman of the house committee having the application in consideration, afterwards became a historian of Long Island. The act of incorporation passed the Legislature on the 12th of April. It provided for five trustees and three assessors, who were to be chosen on the first Monday of May of each year by the freeholders and other qualified voters of the village. By this board the president, clerk and other village officers were to be chosen. The ordinary declaration of the rights and powers of the freeholders and the framing of by-laws, etc., by the trustees, was next in order. Andrew Mercien, John Garrison, John Doughty, John Dean and John Seaman were the first trustees of the village. Its boundaries were described as "beginning at the public landing south of Pierrepont's distillery, formerly the property of Philip Living-



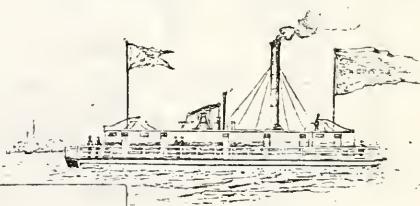
LOOKING SOUTH FROM THE FOOT OF PIERREPONT ST. 1836.

From a painting by Mary L. Sneed, in the L. I. Hist. Soc. Museum.
The Windmill was at the foot of Forealemon Street.

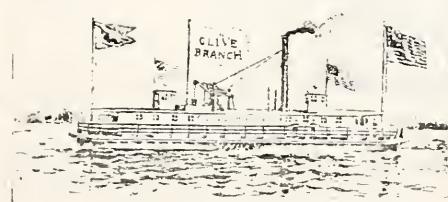
—that is the Fulton or "old" ferry—was the Catherine Street Ferry, which had become quite important within a few years. The thickly settled localities were grouped along McKenzie's and Vinegar Hills and northwardly towards John Jackson's shipyard. On the Wallabout was the United States Navy Yard, then in its infancy, having been established in 1801 on the land bought from Mr. Jackson by the government. The heights to the east of the ferry were still covered with groves of locust and cedar. This part of the town was then known as Clover Hill. After the incorporation of Brooklyn as a village the new spirit of enterprise which had been for some time apparent, showed itself more decidedly than ever. The awakened energy which seemed to follow the latest war period received an added impulse with the formal organization of the village in 1816. By 1820 the population of the village had grown to over five thousand souls, and the opening of new streets, the building of new houses, and the advocacy of new measures showed that Brooklyn was fairly awake. The widening of Fulton street was decided upon at this time and a new market was projected; a street "to ascend the heights" was surveyed and numerous improvements in the village projected; but among the most significant signs of progress was the lighting of the streets with lamps, "as far as the fork of the Ferry street," and the numbering of the houses. There were at the beginning of the third decade of this century a number of celebrated Europeans who made their residence in Brooklyn. The English artist, Guy, was one of these; his memory is kept alive by a snow picture which he painted and which was at one time a famous and familiar work of art. It is known as the Brooklyn snow scene, and represents the village as it was at that time. Our engraving of it, from a photograph of the original, is a valuable record of the life and aspects of the village of the day. Talleyrand, the great Frenchman with his rickety body, magnificent mind and interesting conscience, was temporarily a Brooklynite. We cannot but wonder how he and the village agreed and whether he interested himself in its politics or intrigued with its public men. His house was on Fulton street, opposite Hicks, which about that time was opened for carriages as far as Samuel Jackson's house, between Clark and Pierrepont streets. Tom Paine, too, lived for some years at Sands and Fulton streets with John Harmer. The first settled physician of Brooklyn was Doctor Barberin, who was a well-known resident for many years. In 1822 as many as fifty

ston, deceased, on the East river; thence running along the public road leading from the said landing to its intersection with Red Hook lane; thence along said Red Hook lane to where it intersects the Jamaica Turnpike Road, thence a northeast course to the head of Wallabout Millpond; thence through the centre of the mill-pond to the East river; and thence down the East river to the place of beginning."

At that time there was a growing cluster of houses, taverns, stables and other buildings near the old ferry, the older ones of stone, built in the Dutch fashion, and the later structures frame, flimsy and not too beautiful. The King's Highway was still a straggling road at the hither end, though after a little it stretched away upon business intent, till it reached even to Montauk, being a highway indeed for all the people of Long Island. On this highway was the old Dutch church. A quarter of a mile to the left of the ferry

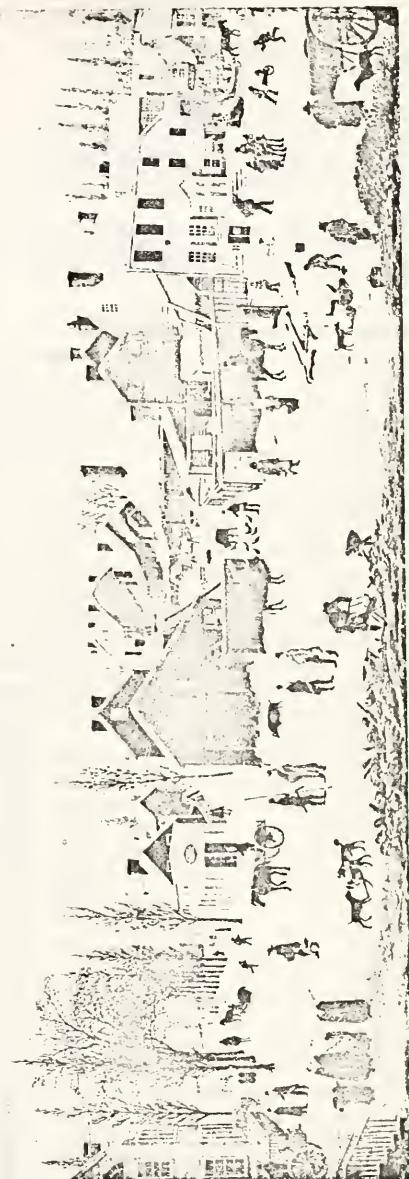


FULTON FERRY-BOAT, 1827.



FULTON FERRY-BOAT, 1836.

new dwelling houses were erected, which is a measure of advancement when compared with the fact that at the close of the Revolutionary war there were only fifty-six standing within the village limits. In the same year the First Presbyterian, First Baptist and York



GUY'S BROOKLYN SNOW SCENE, 1820.

The Original Painting is in the possession of the Brooklyn Institute. It was slightly damaged by fire in 1890, losing a small portion at each end. This engraving was made from a photograph taken before the fire, and shows the entire original painting. A key, identifying the portraits and buildings, is printed in Stiles' "History of the City of Brooklyn."

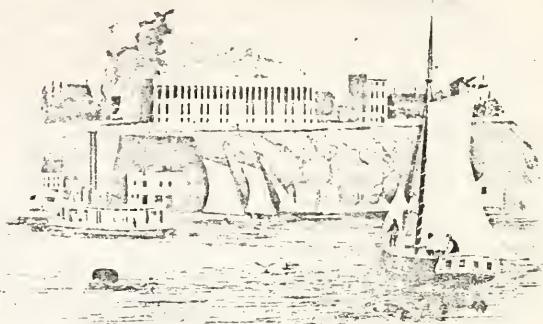
Street Methodist churches were dedicated; the first Brooklyn directory was published by Alden Spooner; the Kings County Medical Society was founded; the corner-stone of the first Roman Catholic Church was laid. In April, 1823, was dedicated the brick church of the First Presbyterian Society, famous later for the preaching of Rev. Dr. Samuel Hanson Cox, and afterwards as being the original home of Plymouth Church, when Henry Ward Beecher came to Brooklyn in 1847. By 1823 the population amounted to about 9,000 for the town and 7,000 for the village, the directory containing the names of 190 families. In this year much was done to improve the town; streets were straightened, graded and paved, the hills were scraped down, and ordinances were passed requiring sidewalks to be laid in front of the houses on certain streets. Brick and stone came into more general use for building, and the first three-story brick house in town was erected, at Fulton and Main streets, by Dr. Charles Ball. Improvements were pushed rapidly during the following year also—the thoroughfares were gotten into good condition, a new market was opened, a municipal court was established and large additions made to the fire department force. The Long Island Bank was organized with the following directors: Leffert Lefferts, Jehiel Jagger, John C. Freecke, John C. Vanderveer, Jordan Coles, Silas Butler, Fanning C. Tucker, Jacob Hicks, Henry Waring, Nehemiah Denton, Elkanah Doolittle, Thomas Everitt, Jr., and George Little. Leffert Lefferts became president, and the capital stock of \$300,000, was subscribed for several times over. The establishment of this bank was not only an indication of the prosperity of the town, but a cause of its further improvement as well. Among other important public and corporate institutions of the year established or projected were: The Board of Health, Brooklyn Fire Insurance Company, Long Island Farmers' and Mechanics' Bank, Brooklyn Gas Light Company, and Nassau Bank. Several churches were organized and Orange street was opened. During the same year the

Long Island Star was published twice a week—another index of the growing needs of the town.

A notable event of the year 1823 was the laying of the corner-stone of the Apprentices' Library, by the great General Lafayette, on the Fourth of July. This event was made the occasion of fine civic and military display, and an ovation to the French patriot who had so generously come to the aid of the struggling colonies. A lady is still living in Brooklyn who witnessed this scene from the steps of her father's house, which stood next to the library building. This became later an armory, and it was from here that the Fourteenth Regiment went to the war in 1861. The purchase of twenty-five acres of the farming land in Williamsburgh, in 1825, was the first step toward the building up of that afterwards prosperous town. There were at the time no buildings there, and the transaction was made solely with a view to speculation. The tract was bought by Garret and Grover C. Furman, who believed that as South Brooklyn had proved a valuable annex to lower New York, so Williamsburgh would be to the upper portion of that metropolis. The fact that many of their neighbors and acquaintances scoffed at a scheme which was believed by them to be utopian, did not deter the speculators. They surveyed and divided the tract into city lots, laying out Grand and South, First, Second and Third streets. A stroke of business which proves how wide-awake the projectors were, was the presentation of a lot one hundred feet square to the Dutch Re-



REV. EVAN M. JOHNSON,
Rector of St. John's Episcopal Church.



BROOKLYN HEIGHTS IN 1840.

Showing Colonnade Row, Columbia and Middagh Sts. Burned 1853.

formed Church. The congregation erected a church edifice then, and thus gave the initial impetus to the movement, which in a few years resulted in the development of the thriving village of Williamsburgh.

The final abolition of slavery was completed about 1825, with so little fuss that few people in Brooklyn observed it. The mild and modified character of the institution had not provoked any very violent opposition, though there were always to be found men who considered the matter of principle rather than the question of abuse. A slave auction was almost unknown; cruelty was a thing practically unheard of; the ordinary relations of master and slave were hardly more distressing to the latter than those of servant and master to-day. One of the later features of slavery in New York state, showing how little disposition there was to tolerate any exhibition of tyranny on the part of the slave owner, was the establishment of the public slave whipper to administer punishment to those who deserved it. This office was held by men of substance and standing, whose influence was naturally on the side of mercy. In one case, at least, the slave whipper in a Dutch town was a kindly old Quaker farmer, whose admonitions to an angry master sometimes saved the lash. The office, with the institution, finally fell into disuse—that seems to be the fit term, rather than abolition. John Doughty, in 1797, formally manumitted the first slave thus freed in Brooklyn; others followed his example in the course of the next few years, and the gradual removal of a system that did not prove congenial to the character or vital to the needs of the people was accomplished with hardly any opposition. Who the apostle of freedom was in Brooklyn we do



BULL'S HEAD TAVERN, FLATBUSH AVENUE.

not know. He may have had the will, but he certainly missed the opportunity, for martyrdom. The act for the judicial abolition of slavery was passed in March, 1799, after which time all the children born of slaves were free, and the adults became so after a certain number of years had passed. John Doughty was for years town clerk, and it is said that he recorded during his term of office the manumission of more slaves than any man who ever lived here. He and his friend, John Garrison, were among the first trustees of the village upon its incorporation, in 1816. At one time he served as chief of the fire department, and was identified with the early life of the town in many ways. His house was a yellow frame dwelling with a wide stoop, furnished on each side with seats. It was situated just above Diana Rapalje's dwelling, where lived one of the most singular characters that ever afforded gossip material for a neighborhood. She had been in her youth a society woman, and had been a favorite at Washington, but in later years her individuality became eccentricity, and although she was possessed of considerable property, parsimony seemed to be her ruling characteristic. On one occasion she laid the stones for a walk in front of her house with her own hands, explaining that as she turned her back to the street no one would recognize her. She used to go to the market dressed in the most old-fashioned attire, and return to her home carrying her purchases in the pocket of her dress or the bosom of her coat. As a fish or a rooster sometimes made an unexpected appearance from these receptacles, or even a live eel, as once occurred on the ferry-boat, her comings and goings were apt to occasion considerable remark—which troubled Diana

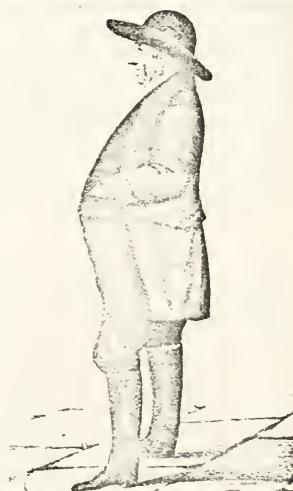
not a whit. She was always engaged in litigation with somebody, generally her kinsfolk, and not a few of the exciting episodes which enlivened the neighborhood were due to her unhappy relations with her last husband. The Brooklyn boys swore that Diana's house was haunted, and they never tired of pointing out a white, shadowy figure that appeared upon the housetop on summer evenings. Nor could the youthful ghost-seers be expected to believe that what they saw was the lady of the house herself. The house was on Fulton street, directly opposite Hicks.

The early annals of the city present the name of Burdett Stryker, butcher, fire chief, Methodist, Christian, endeared to his fellow-towners by many acts of charity, but worthy of a place in the catalogue of heroes for his noble efforts to aid and comfort the small-pox victims during the several occasions on which Brooklyn was visited by that epidemic. He took risks which others would not take, visiting the dying, nursing the sick, burying the dead with his own hands. Not knowing fear, and alive to the demands of humanity in its suffering and pain, the butcher of the Fly market showed a gentleness which would have become a Father Damien. Burdett Stryker's father was Hendrick Stryker, who came of good Dutch stock, and one of his sons became a respected mayor of Brooklyn.

Of the Furmans, father and son, there is something to be said in an historical account of the city. William Furman, more frequently known as Judge Furman, was one of the founders of the Catherine Street Ferry. His house was a large, double frame one, with a long, high piazza in front; it stood on Fulton street, near the water. The City Railroad Company's building afterwards occupied the site. Judge Furman (he was a county judge from 1808 to 1823) was a member of the State Legislature and a warm friend of Governor Clinton, supporting the latter in his canal policy. As president of the Brooklyn Fire Insurance Company he was identified with many financial interests. Gabriel Furman, his son, began a career full of promise by studying law with Elisha W. King of New York. His early life was one of legal success and political preferment, a seat in the senate of the state giving him opportunity to exhibit the statesmanlike qualities of his mind. But the cloud of a habit which has interfered with the best achievement of many men of ability, from De Quincey down, rested upon his after life. He became a recluse, giving himself up to study, especially of history, and gathering material which is now preserved under the title of Furman's "Notes," which the student of local affairs finds precious in spite of their unedited and ill-arranged condition. Mr. Furman was the originator of a debating society in Brooklyn, and his lectures on historical dwellers on this continent were received with marked approval by archæologists.

During the ten years preceding the obtaining of the city charter, the growth of Brooklyn was extremely rapid. Streets were built, a foundry established, newspapers enlarged, churches dedicated, factories erected, societies organized—in fact, the institution of those things which go to the making of a city had fairly begun. The growth of financial institutions alone during that time would indicate the nascent prosperity of Brooklyn. The house where old Jacob Patchen lived in 1834, at that time 64 Fulton street, was of uncertain age. Charles Doughty, who was born about 1715, remembered it as an old house when he was a boy. It was supposed to have been built by the first of the Remsens, who came from Holland in the early colonial days. In order to make way for a newer and more pretentious structure, it was afterwards removed to Jackson street. Jacob Patchen was a character in his way, and it was a unique way. His stoutly built house bore a sort of resemblance to its stolid, well-fed owner, whose obstinacy and lack of cultivation were combined with considerable force and native wit. He was for years a small butcher, or rather a butcher of small meats, in the Fly market, and around his dwelling yard poultry, calves, and other stock kept up a hubbub, to the annoyance of his neighbors. One of the old man's peculiarities was his attire, and earned him the nickname of "the last of the leather breeches." His sidewalk was the worst paved in the town, and his quarrels with citizen and corporation so frequent that from the very circumstance of his opposition to other peoples' interests he became one of the best-known men in the town. Another old house, which in the march of progress was demolished in 1832, was a brick building that was often pointed out as the place where General Putnam had made his headquarters.

If some Rip Van Winkle could have wandered away from Brooklyn and got asleep about the time that it was incorporated as a village, and then had returned, awake and thoughtful, with an inquiring mind, about the time that the census was taken in 1840, he would probably have found little left except the name of the place and the East river and



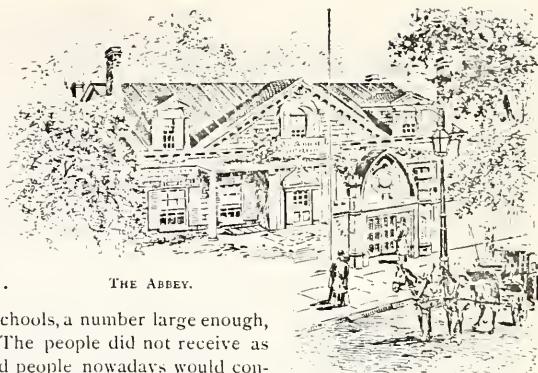
JACOB PATCHEN.

a few old people who each claimed the honor of being the "oldest inhabitant." The census of '40 showed a population of 36,233 people, living in nine wards. Bushwick, which had just been sliced off from Williamsburgh, contained 1,295 inhabitants, and the latter place 5,090. Williamsburgh's separate existence lasted only from 1840 to 1853, at which date it was absorbed into Brooklyn. Flatbush had 2,099 population. New Lots, now a part of the Twenty-sixth ward of Brooklyn, was at that time part of Flatbush.

At that time Brooklyn possessed nine public schools, a number large enough, it would seem, for the needs of the city. The people did not receive as much mail, apparently, as twenty-six thousand people nowadays would consider themselves entitled to, for the postmaster and his one clerk had a very easy time except when the mails came in. Two carriers were all that the city delivery required, and for every letter delivered the carrier received two cents, no credit being allowed under any circumstances. The postoffice was situated on Fulton street, opposite Hicks.

The churches of Brooklyn were fewer in number than to-day, though by no means scarce. There were five Methodist Episcopal, six Protestant Episcopal, two Roman Catholic, seven Presbyterian, two Baptist and one Friends'. There were two bands, two insurance companies and two newspapers then running. At the corner of Henry and Cranberry streets was the Apprentices' Library. Fifty years ago all the public business was transacted there for the city, and the building, with a smaller auxiliary structure, constituted what were known as the city buildings. It had been purchased by the corporation for \$11,000. The County Clerk's office was located in a one-story brick, fire-proof building, opposite the library building. Both of these structures were removed several years later to make room for others of more modern style and larger proportions. Another building, which stood on the corner of Fulton and Cranberry, was rented by the city for court and other purposes, until the completion of the City Hall in 1848. It was known as Hall's Exchange, after George Hall, the first mayor of Brooklyn, whose store for the sale of oils and paints occupied the first floor of the building. When the city rooms were not in use the owner rented them for entertainment purposes. The great panic of 1836-37 of course prostrated Brooklyn as it did New York, for a time, but after awhile the natural buoyancy of the city asserted itself, and by careful financial management it was placed upon a solid foundation once more. For a time it had been insolvent; attachments covered the schools and fire-engines, and even the portraits of the great men; but at length the debt was provided for and the property redeemed. On April 28th, 1836, the corner-stone of a new city hall, to occupy the entire square between Court, Joralemon and Fulton streets, was laid with appropriate ceremonies, Mayor Jonathan Trotter holding the trowel. When the financial crash came and the affairs of the city became involved, the walls of the new building had progressed but a few courses. The interruption proved effectual for ten years, at the end of which time the expensive and somewhat ornate plans were exchanged for more modest ones, and the present City Hall was completed. It was in the year the corner-stone of the City Hall was laid that the city fathers gave notice of their intention of applying to the Legislature for an act empowering the people to elect their mayor. The act was obtained, and four years later the first election held under it resulted in the election of Cyrus P. Smith for the office in question.

Brooklyn was already showing, fifty years ago, what a physicist would call her potentiality. Numerous churches were springing up and being dedicated; the lines of the water-front were surveyed and reported upon by General Swift, whose report afterwards became the basis of a law; the Atlantic Dock Company was organized, with a capital of \$1,000,000, and numerous buildings and the establishment of business houses attested the vitality of the city. Brooklyn then covered twelve square miles, more or less closely built upon, and most of her new structures were of brick or other durable material. One of the most important purchases by the city in 1840 was that of the property upon which Greenwood Cemetery stands; the necessity for such a purchase had long been felt. The same year saw the establishment of the Atlantic and Brooklyn Banks. Half a century ago the social events of the city were of a simple character, though the line between the democratic and patrician elements was quite as closely drawn as to-day. An amusing fact, attested by eye-witnesses, was the division of Fulton street into plebeian and aristocratic factions, the line of demarcation being drawn down the middle of the street.



THE ABBEY.

This was no imaginary line; the "best" people—best at least in the sense of being more prominent or wealthier than their *cis-à-vis*—would not think of promenading on the eastern, which was the sixpenny side of the street, any more than they would consent to dwell there. The discrimination against the eastern side was in itself a measure of growth; for until a few years previously, the district east of Fulton street was the "court end" of the town, and before the development of the Heights into a residential quarter, the dwellings of the notables were to be found on Sands, Washington, and other east-side streets. Every military company or fire company gave its annual ball or picnic and excursion, and upon these occasions the great majority of the young men would attend with their sweethearts. There is many an old man and many a dignified matron living in affluence in Brooklyn who would be horrified to have their grand-daughters attend a general ball or go on an "excursion," who have hidden away in some mellow corner of their memories a pleasant recollection of the dances and merrymakings that the city used to enjoy when it was younger.

In 1841, Remsen street only extended as far as Henry, and even there it was almost unused, only two houses standing in isolated fashion near its terminus. Beyond Henry street, from the end of Remsen, there was no street nor buildings, nor anything, in fact, but cultivated fields as far as Washington street. Brooklyn's fire department then was primitive, but the volunteers who manned the engines made up in enthusiasm what they lacked in equipment. The chief engineer, a position which was filled for a number of years by Burdett Stryker, was appointed by the common council. The force consisted of eleven engine companies, two hook and ladders and one hose company. There were twenty-nine cisterns in different parts of the city, and these were kept filled at the expense of the corporation, forming a supply for the engines whenever a fire broke out. The wild rush of the volunteer companies, the rivalry with which each strove to be the first on the ground, and the quarrels which sometimes resulted, have been often retold. No one would go back to those days, and yet the mere mention of the fire laddies of a day that is dead brings up to the minds of the older men visions of romantic daring and a chivalry which shall be forever dear to the people of Brooklyn.

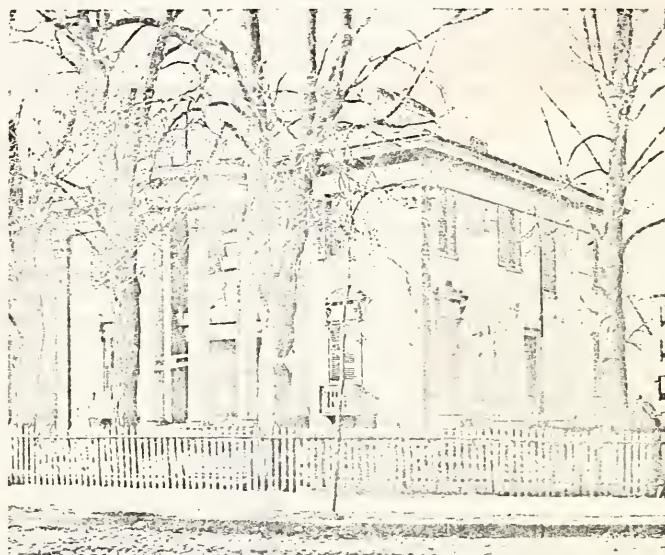
Among the men to whom Brooklyn owed much in the first half of the present century was Robert Snow, a native of Ireland, who began and ended his life in poverty, but whose active years were blessed with moderate fortune, and whose blameless life, unceasing charity and lovely disposition made him a power for good in the community. He was a marked figure, rememberable not less for the courtesy of his manner and kindly aspect than for his adherence to the fashion of his youth, to which in his costume he always adhered. His knee-breeches, stock, broad brim and queue were a survival of an earlier day. During all the vicissitudes of party strife, Mr. Snow held public offices from which he was not removed, but his most congenial labors were in connection with the educators, and especially the moral instruction of youth. Having had seven children of his own, all of whom had died young, he became the adopted parent of others, so that his house and heart were always full. He began life as a shoemaker, and then for a little while kept a grocery store, but in a few weeks abandoned a business in which he found the sale of spirits unavoidable. He then succeeded in obtaining a clerkship with John Pintard, in New York. Afterward, taking John Brower as a partner, he again launched into business on his own account, and in spite of his abundant charities, began to amass property. He was an enthusiastic Sunday-school worker when such were rare; he took a personal interest in the work of reclaiming drunkards, when the habit of drink was almost universal; and showed the breadth of his charity by laboring for the negro children, when few would join him in the work. Through years of misfortune, failing health and domestic troubles, this philanthropist kept his sweet courage unbroken and his faith in human nature unshaken, though those whom he had aided were sometimes the first to show ingratitude and dishonesty in their dealings with him. The name by which he was known, "Poppy Snow," was not given in derision, but was a term of affection. To him was due in a large measure the establishment of the Apprentices' Library, of which he became the first president, and it is indeed very difficult to find any worthy charity or public movement in which "Poppy" Snow was not interested.

The Pierrepont mansion, which stood near the present Pierrepont place, was a landmark of especial interest. On the Heights its gardens and orchards were the pride and wonder of the place. There the choicest fruits and the rarest flowers were grown and there too the best society in the state were entertained. When the village was incorporated, the big house had few neighbors. The favorite walk, of a summer evening during the twenties, for the young people of the village, was up Fulton street to Love lane, and down that romantic path to the Heights, where, turning to the left, they came to the grove of cypresses near the Pierrepont mansion, where there was for those who desired it a degree of seclusion, which could be still further enhanced by a descent along the winding path that led from there to the beach below. Mr. Pierrepont laid out Clinton, Joralemon and Remsen streets and at a later date Constable, which was afterwards called Montague street. The Pierrepont property up to 1832 included the street to which its name had been given. In this year it was yielded to the city and became a public thoroughfare. At the old

Pierrepont mansion Washington made his headquarters at the time that he was present on Long Island during the battle of Brooklyn and until the evacuation of the works by the Americans. When in 1824 the corner-stone of the Apprentices' Library was laid by Lafayette the distinguished visitor called at the Pierrepont mansion with Colonel Fish, who had been on Washington's staff. The latter then showed him the room in which the council was held which decided to abandon the town to the British.

Fort Greene was bought in 1826 by Joseph Sprague and Alden Spooner and presented to the town for the site of a poorhouse, the purpose being carried out by the erection of a building to serve for that purpose. The banks which had been established in Brooklyn previous to 1823 had not survived and in that year Mr. Sprague interested himself very energetically in effort to obtain a charter for the Long Island Bank, spending nearly the entire winter of that year in Albany for the purpose of putting the plans through, not only the bill authorizing the bank but also one for the incorporation of the Brooklyn Fire Insurance Company, which also was indebted to him for his labor and influence. During a subsequent period of loss and danger as well as in the infancy of the bank Mr. Sprague showed his willingness and ability to lift the institution out of its financial troubles. Mr. Sprague was almost as closely connected with the growth and prosperity of Brooklyn during the most significant period of her growth,—the transition from village to city,—as Ben Franklin was with that of Philadelphia, a city which some of his admirers always claimed he invented. The Brooklyn benefactor, like his prototype, interested himself in every public movement, and when there was no public movement at hand he started one. He was the first president of the Long Island Insurance Company and carried that institution safely through a financial crisis. The city charter which was obtained in 1833 was due very largely to Mr. Sprague's efforts.

Among the old records there are references to ancient families and properties, other than those already spoken of, to which it is impossible to assign a definite date. Their beginnings antedated many of the events already recorded in these pages, and their end, in many instances, is not yet; so there seems no more appropriate place to chronicle them than at the end of the last century, when the old order was changing and new revolutions of growth were being made in quiet little Brooklyn town. Among the landmarks of that day we find mention of Smith's tavern. In its hall meetings of all sorts were held, and at Christmas school exhibitions took place there. Such an one was advertised in the *Long Island Star* in 1810. The original tavern appeared to have been built in 1764, and in 1811 Alden Spooner published in the *Star* an account of a fire which occurred in old Ferry street and destroyed among other buildings Benjamin Smith's public-house. On the same site Benjamin Smith erected the old stone house and continued business there for a few years until he died. In 1826 the building was purchased by Stephen Wood and Valentine Smith, and it was subsequently known as Smith & Wood's tavern. It was not far from the ferry. A century earlier it was a stipulation of the ferry leases, according to an enactment of 1699, that in the ferry-house there should be a tavern. Van Borsum's ferry-house dated from the early eighteenth century, and it is probable that when that ceased to be a public-house the tavern afterwards known as Smith's was established. William Furman's oyster-house, near the ferry, where for a York shilling one could have all the bivalves he could eat at a sitting; Lawrence Brower's Mount Pleasant Garden, on Fulton street between Pierrepont and the present Montague; Mrs. Wells' "Bee Hive," where the Mechanics' Bank now stands; and Du Flon's Military Garden, on the site of the County Court House, where a reception was given to Lafayette in 1824; were among the resorts familiar to the village Brooklynite.



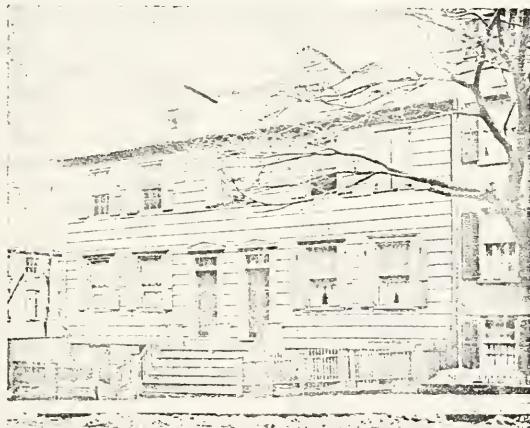
THE REM LEFFERTS HOUSE, MACON AND FULTON STREETS. BUILT 1838.

The Bull's Head tavern on Flatbush ave., just above Music Hall, was some distance out of town in those days, and it was patronized mostly by farmers who came to make use of the hay scales in front. It was torn down about the middle of this century and houses erected on its site. Two other inns stood near by—the Black Horse and the White Horse taverns. Of all the buildings in that neighborhood, which in those days was the aristocratic quarter, only one remains standing. It has now become what its neighbors were then, a tavern, the "Abbey."

The quaint frame-house on Joralemon street, now numbered 25 and 27 and used as a tenement, is an interesting relic of the early eighteenth century and played a part in the Revolution. It is a broad two-storyed building, shingled, with two small doors where once the spacious entrance was. This house was built soon after 1706 by James Remsen, who in that year received his share of the family estate. It was erected on the site now occupied by Grace church, under whose baptismal font the old well still exists. The house was moved from its original foundation to its present location near the old St. George ferry-house in the street that then was a wild ravine. It is said to have been used by the British as a hospital. Up to fifty years ago the slope was still beautifully rural, and old Ilpetonga or Clover Hill, as the Heights were then called, was crowned with evergreens and locusts; and all the streets that like Joralemon led to the shore were still rugged ravines. Among its present lofty brick surroundings the ancient landmark seems sadly out of place.

The land east of Clermont avenue and extending as far as Waverly, with a frontage on the water, was granted in 1641 to Peter Montfoort; to his brother was given the adjoining tract reaching to Grand avenue. East of this lay the estate of the Rapeljes, bought of the Indians in 1637. Wallabout creek formed the northern boundary of this property and beyond lay the land of Hans Hansen Bergen, a native of Bergen in Norway, an immigrant of 1633, who married his neighbor's daughter, Sarah de Kapelje, the first female Christian child born in New Netherland. The date of her birth was June 9, 1625. Bergen died some time prior to 1655, and his widow married Theunis Gysbert Bogart, who after the English occupation took out a new patent for the land, to the detriment, it is believed, of Bergen's heirs. It gave rise subsequently to some litigation, but it is certain that the property descended to Bogart's heirs, who sold a part of it to Rem Jansen Vanderbeeck, ancestor of the Remsens. This land was in 1704 the property of Jeremiah Remsen, son of the purchaser, and his son dying without issue bequeathed it to Barent Johnson; it became the homestead farm of General Jeremiah Johnson, Barent's son. The remainder of the

Bogart grant has passed through many changes of ownership. Other members of the Remsen family had houses upon it, facing Wallabout creek. Jacob Bloom occupied a portion of it, too, from whom it was purchased by Abraham Boerum in 1816 and became known as the Boerum Farm. A tract of the old Bogart grant, lying between the Johnson homestead and the Remsen estate was in the possession of Jeremiah Remsen in 1795, from whom it passed in 1831 to James Scholes. Of the life of the original Bogart little is known; we find him at the age of thirty-five taking the oath of allegiance, and his name occurs among the signatures of the town deputies appended to an instrument of 1686, in accordance with which they pledged themselves and their townspeople to pay a yearly tribute to his majesty, then represented by Thomas Dongan, lieutenant-governor of New York; this



OLD REMSEN HOUSE, JORALEMON AND FURMAN STREETS.

was to serve as a quit rent for the possession of the lands of Breuckelen.

Peter Lott, who came to this country in 1652, according to the account given by a descendant, was the founder of the family of that name in America. In 1682 his son, Engelbert, came to Flatbush and spent the remainder of his life there. In 1698 he was made sheriff of Kings county, and was esteemed as an intellectual, energetic and enterprising citizen. His descendants have all added lustre to the family name. Among them Johannis E. Lott should receive special mention; he was the first surrogate of the county, and took office in 1787, and in 1793 he became county judge. At the outbreak of the Revolution he represented Kings county as deputy in the Provincial Congress. Earlier in the century there was another Johannis Lott who was a representative in the Continental Assembly in 1727; this Johannis and his brother



LEFFERT LEFFERTS HOMESTEAD. 1759-1877.

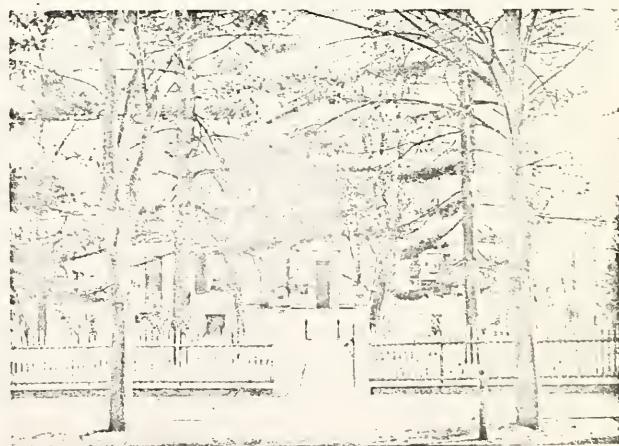
At Fulton Street and Bedford Avenue. From drawing by H. A. Ogden.

Johannis Lott, who was first surrogate of the county, subsequently held the same office in 1814. In the same year another direct descendant of the original Lott, the well-known Jeremiah Lott, was chosen to represent Kings county in the Legislature, and again in 1820 and 1822. John A. Lott, the distinguished jurist and prominent politician, was born in Flatbush in 1805; his father was the Abraham Lott of the Colonial Assembly. John A. Lott was a partner in the influential law firm of Lott, Murphy & Vanderbilt, which wielded such immense power in politics. He was made first judge of the Court of Common Pleas and member of the Assembly in 1842; in 1858 he became justice of the Supreme Court and subsequently associate justice of the Court of Appeals and chief commissioner of appeals. He died in Flatbush in 1878. His son Abraham, who was born in 1831 and studied at Erasmus Hall, graduated from the University of the City of New York in 1849. He practiced law and in 1885 was appointed by Governor Hill to succeed Jacob Bergen as surrogate of Kings county; he thus succeeded to the office which his ancestor was the first to fill. Abraham Lott died in January, 1889.

In 1836 Thomas Cornell came to America from Essex, England, and settled on Long Island with his wife and children. He was the ancestor of the Cornell family of Brooklyn. In the eighteenth century we find the family flourishing in Hempstead, Rockaway and Huntington, and about 1752 two brothers, Whitehead and John Cornell, came to Brooklyn. The former married a daughter of Isaac Sebring and thus eventually inherited a large estate of three hundred acres, on which stood the old Cornell mill. This tract had a river frontage one mile in extent, from Harrison street to Hamilton avenue. It had been purchased of the Dutch West India Company in 1640. John Cornell's name became associated with the famous old house, "The Four Chimneys," afterwards known as the Pierrepont mansion, which he built. It is not quite clear how he acquired the property on which this old house stood. He married Elizabeth Whitehead of Jamaica in 1760 and conveyed the estate to George Powers about 1786. It passed through several hands until, in 1802, Hezekiah B. Pierrepont, by whose name the property was afterwards known, purchased it.

The Alsop house on Newtown creek was built in 1665. This historic landmark was destroyed in 1880, to make room for additions to Calvary cemetery. Richard Alsop married a Hollander and conducted his courtship through a male interpreter. He was prominent in the public affairs of the little settlement and took a part in the violent disputes between Newtown and Bushwick concerning boundaries. He died in 1718, leaving several children; his son Richard inherited the estate, and his son, a third Richard, was justice of the peace during the British occupation. Mary Alsop, a descendant of Richard, married Rufus King and became the mother of John Alsop King, who

Abraham represented the county jointly for many years; the former continued in the Colonial Assembly until 1761. Still another Johannis Lott was sole representative of Kings county in the twenty-second session of the Legislature in 1798. The name appears frequently in connection with the shrievalty. James Lott was sheriff in 1717, Maurice Lott in 1754, Engelbert Lott in 1852. The son of the first mentioned



LEFFERTS-BREVOORT MANSION. BUILT 1838.



BROOKLYN IN 1840.

died in 1824, lived in Flatbush. Simon Bergen married in 1767 a daughter of Simon De Hart of Gowanus, and gave his name to the DeHart-Bergen house on the farm which extended from Thirty-seventh to Forty-second streets. This house, which for many years was one of the three oldest houses remaining in Brooklyn, was removed within a few years to make room for the Thirty-ninth street ferry-house of the South Brooklyn Terminal Company. It was here that the Labadist travellers stopped in 1679, when Simon DeHart owned it, of whom they said he "entertained us exceedingly well," and here that they had their share of the "paifal of Gouanes oysters" which were roasted for their supper, and which they pronounced "fully as good as those of England." They tried some of them raw, and as the oysters were "some of them not less than a foot long"—this being before the genuine saddle-rock was to be had—they probably felt after eating them much as Thackery did under similar circumstances, "profoundly grateful and much as though I had swallowed a small baby." John Bergen's house, occupied by him in 1791, had belonged to Peter Stoothof, who was dispossessed by John Bergen's father in September of that year. The house was added to by John and his son Cornelius. It was on what is known as Bergen's Island. Near it, in the salt marshes, was a small house now owned by Philip S. Crooke. The Adrian Bergen house was between Gravesend and New Utrecht. The Garrett Bergen house, that of his son, Teunis G. Bergen, at Bay Ridge, and the John G. Bergen house on the Gowanus farm, are some of the multitudinous homes of this family. The "Bergen homestead," on the east side of Third avenue near Thirty-third street, was torn down a few years ago, fortunately not before the art of photography had preserved the views which are herewith presented. The old house was erected on the site of a still more ancient edifice, which Mary Thomas, the widow of William Ariaense Bennett built in 1662. This house was remodelled in 1795 by Teunis Bergen, much of the solid old hewn timber being used in the reconstruction. A farm of one hundred and forty-four acres was inherited with the homestead by Garrett Bergen, whose four sons, Teunis G., Peter G., John G., and Garrett G., were born in the homestead in the early part of this century. The pediments and colonnade were added by Garrett Bergen, the son, whose children continued to occupy it. At the rear of the house was a small building, erected as a summer kitchen, which was used by the slaves of the family, and eventually came to be called the slave kitchen. With its open fireplace, wide enough for cord-wood sticks, its pots, hooks, crane and fire-dogs, the interior was very picturesque. This building was saved, when the house was demolished, and is now in Prospect Park. Close to the slave kitchen was a Dutch garden, with its beds enclosed in box. This garden, allowed to grow wild, resembling more the tropical growth of Florida than what our Northern climate generally produces, is shown in the engraving.

The name of the famous old Howard tavern, at East New York, is familiar to all Brooklynites. The original structure dates from about the year 1700, but it was afterwards greatly enlarged and altered. It was located in Howard's woods, at the junction of the Jamaica plank road and the present Broadway. It was built by William Howard, the eldest son of one of seven Howard brothers who came from England about the middle of the seventeenth century. The incident that gave the old tavern its historic fame was the enforced guidance by Howard and his son of the British during the battle of Brooklyn, which has already been referred to. Soon after this occurrence old William Howard died, and in 1779, his sons, who inherited the estate, built an addition to the tavern. A key was left hanging outside the door for belated farmers, who might enter and help themselves, settling their scores at some more convenient season. With such honest and considerate simplicity the inn was then conducted. In the Howard house, on winter evenings merry sleighing-parties gathered, and here politics and weighty state affairs were discussed. It was a resort for the farmers from far and near, and Major Joseph Howard is a name still held in honorable memory by old Long Islanders. In 1852 the property passed into the hands of Catherine Howard, the mother of Philip H. Reid, who was the proprietor of the venerable hostelry when, in 1880, it was proposed to remove it. The plan was not carried out, and the old building is now a tenement house for Italians.

The house which formerly belonged to Jeronimus Remsen, and afterwards to Barent, was located on

in 1857-59 was governor of New York state.

A word of preface is necessary in speaking of the Bergen houses, some confusion naturally arising from the fact that the family has been a large one and its several dwellings numerous enough to make a village if they had been collected in one place. Cornelius Bergen, who was born in 1761 and

the Jamaica turnpike, near the corner now formed by Fulton street and Arlington place, on land known as Leiferts Park. A post in one of the old barns, torn down some years ago, bore the date 1716. The front part of the building was erected by Remsen Lefferts in 1838, but the rear portion is known to have been standing as early as 1766. It is located at the point where the old Jamaica road crossed Fulton street, and is familiar to all Brooklynites to-day, with its handsome though dilapidated portico supported by four massive Corinthian columns. It was occupied in winter by Miss Payne's kindergarten. In the rear is a long disused family burying ground.

An extensive tract of land in and about Bedford was purchased of the Canarsie Indians in 1670. Five sachems joined in a deed conveying this property to certain white men, and received in payment "one hundred guilders seawant, half a tun of strong beer, two half-tuns of good beer, three guns, long barrels, with each a pound of powder and lead proportionate—two bars to a gun—four match coates." That portion of this property, which was known until quite recently as the "north farm," was bought by Leffert Lefferts in 1739 for £1,282. The quaint gambrelled roofed house which stood there, near the corner of Bedford avenue and Fulton street, was torn down in 1877. Some of the old locusts which surrounded it are still flourishing. Here Leffert Lefferts, who held the then distinguished position of town clerk and was a stout loyalist, entertained many of the British officers during the Revolution—notably General Gray. In this house Major Andre received the message from General Clinton which resulted in his ignominious mission to West Point, and out of this house four days prior to the disastrous battle of Brooklyn the American patriots drove the King's officers. Leffert Lefferts, Jr., remembered these exciting times well, and recalled how Hessian soldiers received the military punishment of castigation in the yard of his father's house; he had a vivid recollection, too, of his frolics with the red-coats, and used to relate an incident which occurred when Major Andre was his father's guest. The ladies, it seems, were in the habit of conversing in the language of their Dutch forefathers. They were exchanging comments, complimentary and critical, upon Major Andre, when the latter, after listening with an amused smile, caused confusion by remarking in excellent Dutch that "young ladies ought not to talk gossip about their guests." Young Lefferts parted unwillingly with his father's British friends, and was much disgusted when, in answer to his query why they were packing up their luggage, he received the reply: "Because the Yankees have beaten us." Judge Lefferts, as the son afterwards became, naturally clung to the old place, and at his death left it to his daughter, the wife of Brooklyn's distinguished citizen, James Carson Brevoort, under embarrassing conditions, which resulted finally in the sale at different times of the old farm. In 1836 Judge Lefferts, who had graduated from Columbia College in 1794, was admitted to practice in the Supreme Court and became the first judge of Kings county in 1823, erected a new and more spacious mansion near the old homestead. This gave place a few years ago to the still more stately residence of his grandson, Henry Brevoort, and the old Lefferts house, as has been said, succumbed to the march of city improvement in 1877.

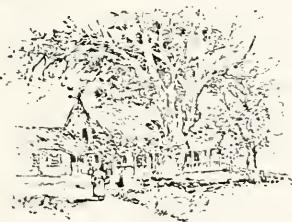
Among the highly honored names that make the chronicles of Brooklyn delightful, that of James Carson Brevoort has a distinguished place. Elsewhere in these pages reference is made to his literary labors and achievements upon which alone his reputation might rest. A descendant of Elias Brevoort, one of the landed proprietors of Manhattan Island, and a son of Henry Brevoort, who took an active part in political affairs in New York nearly a century ago, he added by his personal ability and character to

the heritage of his family. Born in Bloomingdale, N. Y., in 1818, Mr. Brevoort enjoyed the advantages of the best education which that time could furnish, and then, by extensive travel and study abroad, fitted himself for the position which he afterwards occupied. At Paris he obtained his diploma as civil engineer, and gave his attention especially to the problems of railway construction, an art then in its infancy. Mr. Brevoort's marriage with Miss Lefferts, after his return from Spain, where he had acted as private secretary for Washington Irving, led him to make his residence in Brooklyn. Here he became identified with the interests of the place, was a member of the charter convention of 1847, served upon the board of education, was made a member of the water board, and became His eminence as a student and scholar won him the recognition of

THE DEHART-BERGEN HOUSE.

a trustee of Greenwood cemetery, Williams College, which conferred upon him the degree of LL. D. in 1873. He was also a regent of the University of the State of New York, was a member of the American Association for the Advance of Science and of the Lyceum of Natural History, and a corresponding member of the Archaeological Society of Madrid, and a long list of other societies. Mr. Brevoort left but one child, Henry Lefferts Brevoort.

The village of Bensonhurst, in the territory to which the original grantee gave the name of New Utrecht, in memory of his early Hollandish home, marks the grant of a very large tract to the first of the name of Benson who came to these shores. Among those who found a home in the wilderness was Direk



Benson, whose patronymic has been variously recorded in Dutch and English documents as Benson, Bensing, Benswick, Bensiek and Bensieh. He rose to opulence and importance in the colony, and in 1653 is known to have purchased land on the line of what is now Broadway, in New York city. He had five children, of whom Samson, his second son, was born in 1652. Samson's second son was named Robert, and the eldest son of the latter received his father's given name. His children were Robert, Henry, Egbert, Anthony, Mary and Cornelia. Of these, Egbert, born in New York on January 27, 1746, was destined to play an important part in the events that gave to the American colonies an independent place among the nations of the world. With all the public movements that preceded the declaration of hostilities between England and her western possessions, Egbert Benson was an active sympathizer. After the deliberations of the constitutional convention called in 1777, to perfect the government of New York, and until an election for state officers could be held, the authority of a provincial government was vested in a committee of fifteen, known as the Council of Safety. For the immediate enforcement of the laws, Robert R. Livingston was elected chancellor; John Jay, chief justice; John Sloss Hobart and Robert Yates, judges of the Supreme Court; and Egbert Benson, attorney-general. After the revolution, some twelve thousand loyalists left New York perforce, and sailed for England, the West Indies and Nova Scotia. In June, 1783, Egbert Benson was appointed by Congress as one of the commissioners, acting in conjunction with others named by Sir Guy Carleton, to superintend the embarkation of the refugees. After the restoration of peace, Benson practiced law in New York. He was associated at the bar with Alexander Hamilton, Aaron Burr and Melancthon Smith; while James Kent, afterwards chancellor, was a student in his office. He was one of the five commissioners appointed by New York state to attend the convention that met at Annapolis in September, 1786, for the purpose of considering a uniform system of commercial relations between the thirteen independent governments. Mr. Benson was active, in both a private and an official capacity, in the measures leading to the adoption by New York of the terms of union among the states. Mr. Benson was a member of the House of Representatives for twelve years. He was one of the committee appointed by that body to receive General Washington in New York, when the President-elect came from his Virginia home to take the oath of office on the balcony of Federal Hall, on Wall street. His associates on this committee were Charles Carroll and the celebrated Fisher Ames of Massachusetts. The address from the national Legislature, in reply to the inaugural speech of the President, was the joint production of Benson, Madison, Clymer and Sherman. From 1794 until 1801, Judge Benson occupied the Supreme Court bench in the state of New York; and on March 3, of the latter year, President John Adams appointed him a circuit judge of the United States. Judge Benson was the principal organizer and the first president of the New York Historical Society. He never married, but lived with his brother Robert, whose house was situated on the corner of Pine and Nassau streets. His portrait, painted by Gilbert Stuart, is one of the best creations from the brush of an American artist. He was a thorough English and classical scholar, and had familiarized himself with Indian legends and Dutch history to such an extent that his opinion on all such matters was considered invaluable. Judge Benson died in 1833.

Until within two or three years there stood on the corner of Jay and Concord streets the so-called "White House," a two-story garret-gable frame house with a history. More than sixty years ago Hugh McLaughlin removed from the corner of Clark and Furman streets, and took up his residence in the "White House." His son of the same name has since attained great prominence in municipal affairs and in this old home of his were situated the political headquarters of Brooklyn leaders, after the law offices of Lott, Murphy & Vanderbilt on Front street had been abandoned. Here many a prominent politician has been nurtured into public life who has since attained eminence in national as well as municipal history. The house was kept in the old war days by "Bill" Leach of the controller's office. Its site is now occupied by towering brick flats. A photograph of this historic "White House" is reproduced in a later chapter.

The residence of General Jeremiah Johnson was situated at Wallabout, at what is now the corner of Hewes street and Kent avenue. General Johnson donated land for the first school in Wallabout shortly after the war for independence. It was situated close to the Wallabout creek. In 1805 it was removed to where at present Flushing and Bedford avenues intersect, and stood there until Flushing avenue was graded, when it was again removed by Garrett Nostrand to Flushing to be converted into a chicken-house, for which purpose it was used as late as 1834.

Flatbush people and their homes, though now virtually a part of the city, were once a distinct group and for that reason should be treated separately. When the road between Brooklyn and Flatbush was a turnpike, the old toll-gate stood as late as 1842 not far from the junction of Hanson place with Flatbush avenue. It was then removed to the corner of what is now called Atlantic avenue. It was withdrawn still further toward Flatbush not long after and erected south of the Valley Grove Hotel on the old road close by Battle Pass. Another removal brought it opposite the Willink estate and finally it was established within the village limits, and in 1850 stood on the main avenue between Winthrop and Fennimore streets.

The Cortelyou farm lies north of Winthrop street; it belonged originally to the Hegeman family. Peter Lefferts purchased it in 1794 as a wedding present to his daughter, who was married in that year to John Cortelyou of New Utrecht. Their only son spent his life here. After the death of Mrs. Cortelyou, her eldest daughter, Mrs. William K. Williamson, of Flatlands, purchased the place. John Cortelyou was a direct descendant of the Huguenot settler, Jacques Cortelyou, who came to New Utrecht in 1657.

The ancestors of the Flatbush Schoonmakers lived in Kingston, N. Y., where in 1737 the Rev. Martinus Schoonmaker was born. He married Mary Bassett in 1761 and came to Flatbush in 1785, where he was placed over the united congregations of Kings county. He lived in a fine old Dutch building, which stood with its gable end to the street, on the west side of the main road. It is said to have been built of timbers taken from the old court-house which was torn down in 1792. In 1875 the house was moved a little to the south to make way for a street. This was the first of the Schoonmaker houses, though there were other and later houses owned by that family. Just above the intersection of Vernon avenue with Flatbush stood a very old house, much out of repair, which belonged at one time to the Van Beuren family and so passed into the possession of John Hess, who married a Miss Van Beuren. On Dr. Strong's map of 1842 it is marked "R. Crommelin." It is known to have been standing prior to 1711 when it was bought as a parsonage, and for many years it was the property of Dominie Lowe. It was built on the old Vandeventer Farm. This old structure was demolished in 1891.

The residence of Mr. Cornelius Duryea about the middle of the century was said to have been occupied by Lord Stirling, and some portions of it are certainly very old, but few traces of its ancient Dutch character remain. It stands on the east side of the road at the corner of Canarsie lane. Next to it toward the north, at the corner of Vernon avenue, lived Mr. Jacob Duryea, a brother of the former. His house was the old homestead of the Van Beuren family; it was subsequently sold to the Brooklyn City Railroad Company, and close by this very ancient and decaying house was erected the Flatbush avenue stables.

At the extreme southern end of Flatbush on the west side of the main road, was erected some time during the latter part of the eighteenth century, the Allgeo house. Mr. Allgeo was born in Halifax of English parents in 1776. He married a daughter of Mr. Antonidas of Flatbush and established himself in that town opposite the residence of his father-in-law. He was a cabinet-maker by trade and according to the custom of the time he also made coffins, and one destined for himself he kept in the loft of his work-



ENTRANCE TO FLATBUSH, 1877.

shop. The house was occupied by his son and son's son. The property passed into the possession of the heirs of the Hon. John A. Lott. It was situated on the tract known as the "Little Flat."

On the west side of the road below Erasmus Hall still stands one of the oldest houses in Flatbush. It was built probably about 1735 by Dominie Freeman, whose only daughter married her cousin, David Clarkson. In this way the house became the homestead of the Clarkson family, and here it was that costly wines concealed by the family were found by British soldiers, who drank too much of it. Had the American officers known about the effects of the "find" they might have utilized the knowledge and changed the fortunes of the day. Few houses have preserved with so little alteration the interesting characteristics of the early Dutch period, and the heirs of the Bergen family, into whose hands it passed, have wisely adopted the same conservative plan for maintaining this venerable landmark in its old state. It is known as the John C. Bergen house. The Clarkson name is now associated with the old Vanderbilt estate north of the church and with the street which intersects Flatbush avenue. The house of Mr. Matthew Clarkson was built in 1836, and with its superb lawns, handsome trees and spaciousness both of building and grounds, constitutes one of the finest residences in Flatbush.



TOLL HOUSE AT FLATBUSH, 1877.

ladies—Mrs. Willink and her sister, Miss Ludlow—after the death of Mr. Willink, who had been thrown from his carriage and killed. From some unfathomable motive these two ladies undertook the building of a hotel, the Willink House, at the south end of the village at the corner of Vernon avenue, upon some property which had long lain idle; their constant interference, however, prevented the landlord from succeeding, so the hotel was locked up and Miss Ludlow kept the key. Mrs. Willink died soon after and perhaps the deserted gloom of the boarded-up and padlocked house on the hill fell too darkly upon Miss Ludlow's loneliness; for she moved into her hotel and occupied a handsome suite of apartments there until she died. She was regular in her attendance at Trinity church, New York, and when at last she passed away—alone, as she had lived—her remains were placed beside those of her family, long gone before, in the church-yard on Broadway. There was no one to mourn for this wealthy and intellectual but eccentric and solitary woman. The old jealously-guarded home was remodeled and moved to the junction where Ocean avenue merges in Flatbush, and thousands of pleasure-seekers on their way to Coney Island trample over the spot where once it stood secluded.

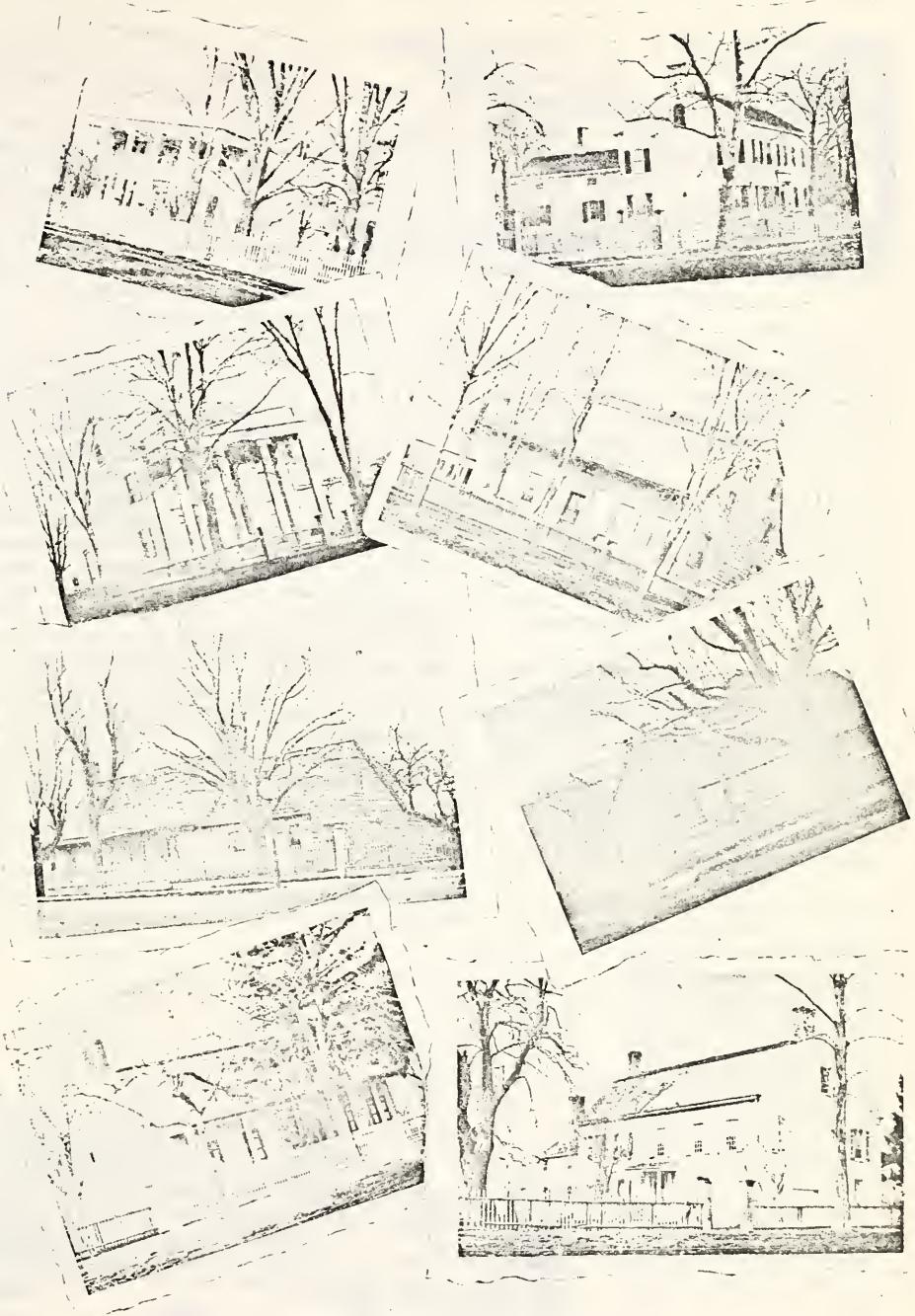
The Ditmas family immigrated to this country from Holstein some time before the middle of the seventeenth century. The farm in the southern part of the old town of Flatbush belonged to Douwe Ditmas. The original homestead was of stone. A little north of the spot where it stood another Ditmas house was erected about 1800, the residence of Mr. Henry S. Ditmas. Subsequent alterations have destroyed most of the evidences of its Dutch origin, but the long sloping roof was left. On the farm adjoining on the north is another long, low house, with a heavy roof and front windows only on the ground floor, the home of Mr. John Ditmas, whose wife was the daughter of Mr. Andrew Suydam, of whose family this was originally the homestead. In the vicinity Mr. John Ditmas erected two more houses, one for each of his sons. On the southwest corner of Flatbush avenue and Little lane—now Avenue C—stood the house of Jeremiah Lott, the son of Judge John A. Lott. It was at one time occupied by the Zabriskie family. The contract has now been given to tear this old building down. The Hegeman house, on East Broadway, opposite to the Allgeo house, and now owned by the Caton family, was built about 1800. It is a very old-fashioned, shingle-sided structure, with the deep slant of roof which betokens its continental origin.

The Lefferts homestead, owned by John Lefferts, who inherited it from his mother, Mrs. Maria Lefferts, is a low heavy-roofed colonial house, with double roof slant and old-fashioned gables. It was burned in part at the battle of Flatbush and afterwards rebuilt and restored. It is on the east side of Flatbush avenue, opposite the home of J. Lott Vanderbilt. Vanderveer's mill was the first windmill erected on Long Island. To it the farmers brought their grist from far and near. It was begun by John C. Vanderveer in 1801 and was three years in building; it was constructed with great solidity; the main timbers were hewn out of trees which grew on the Vanderveer farm and were two and a half feet in thickness. On a three-foot stone foundation it rose to the height of four stories. The arms and sails, which were twenty-six feet long, were blown off in the famous gale of September, 1821. Ten years later a similar accident occurred and it was not repaired. From that time it was used as a storehouse for hay. It stood between Canarsie lane and Pardaeget pond, and during the draft riots of 1863 the colored people fled to the old mill for safety. It was destroyed by fire in 1879; its stout old timbers defying the flames for hours.

The Willink family were not among the old settlers of Flatbush. Their home was built in 1835, with wide sloping lawns about it, on property which extended in an unbroken line to what is now called the Willink entrance of the Park; it was situated at the extreme northern end of Flatbush. The elevation on which it stood has since been dug away and its site is occupied by the depot of the Brighton Beach Railroad. The Willink place had a history of much sombre romance; it was surrounded with a high fence and secured by firmly bolted gates; here for many solitary years lived two old



VANDERVEER'S MILL, FLATBUSH.



SOME OLD FLATBUSH HOUSES, IN 1877.

CAPTAIN STORY'S HOUSE.
CORTELYOU HOUSE, FLATBUSH AVE., AND FENIMORE ST.
ALLGRO HOUSE, COW LANE (NOW EAST BROADWAY).
JEREMIAH VANDERHILT HOUSE, FLATBUSH AVENUE.

J. V. B. MARTENSE HOUSE, FLATBUSH AVENUE.
SCHOONMAKER HOUSE, FLATBUSH AVE., CORNER AVE. B.
HEGEMAN HOUSE, EAST BROADWAY.
MURPHY HOUSE, FLATBUSH AVENUE.

Jacob V. B. Martense, another of the descendants of Martin Adriense and of Adrian Martense—for so the Dutch settlers inverted their names, to the puzzlement of antiquarians—Inherited from his mother, Mrs. Helen Martense, a house once owned by old Mr. Garrett Stryker. It is situated next to the Stryker cottage on Flatbush avenue, near East Broadway. Mrs. Martense was a daughter of Adrian Vandever.

Near to the house of J. V. B. Martense is the Story house, formerly the property of the Clarkson family. It was occupied by the late Captain Story, and by his widow after his death. About 1835, it was moved from the opposite side of the street to where it now stands. The Martense farm and homestead was originally the home of Lefferts Martense. It was situated opposite Winthrop street. The house was damaged during the battle of Flatbush, as it stood on the edge of the conflict, and after the war Judge Martense pulled it down. Another house, much handsomer, was built on the site, and subsequently passed into the hands of Mrs. Ferris and Mrs. Wilbur, descendants of Lefferts Martense.

In the northern part of Flatbush, on the corner of Winthrop street, on the east side of the road, lived, in the middle of the century, Dr. John Robinson, practising physician, a graduate of Dublin University, who came here in 1844. The mansion was built in 1749, by an Englishman named Lane. It afterwards became the property of Colonel Axtell, a Tory of revolutionary times, who was a good liver and made the place a rendezvous for his Tory friends. From his occupancy date certain ghost stories that have survived his generation. The house, known as Melrose Hall, was occupied by Mrs. Anna Cora Mowatt from 1836 to 1841. It was bought by Dr. Homer L. Bartlett, who moved it back. It is now occupied by Rev. Dr. D. Stafford Drowne.

A long, old-fashioned house, built about the year 1800, on a farm which originally belonged to the Nagle family, was the home of John Lott. The ground is near Diamond and Clarkson streets. The farm was sold for a division of the property about 1865, and was afterwards cut up into building lots.

The house known formerly as the Clarkson house, between Flatbush and Ocean avenues, was purchased some time ago by a few prominent gentlemen of Flatbush and rented by them to the Midwood club, of which they are members. It is a massive building of Corinthian architecture, with heavy granite foundations and marble floors. The rooms are palatial in dimensions and have lofty ceilings. The mantels are fine specimens of marble carving. The house is surrounded by handsome trees, and is one of the best examples we have of that type of country mansion which was fashionable in the United States in the early part of this century.

The old homestead of the Vanderbilt family, which stood on the west side of the Flatbush road, near the northern boundary of the town, was burned down during the battle of Long Island. The new

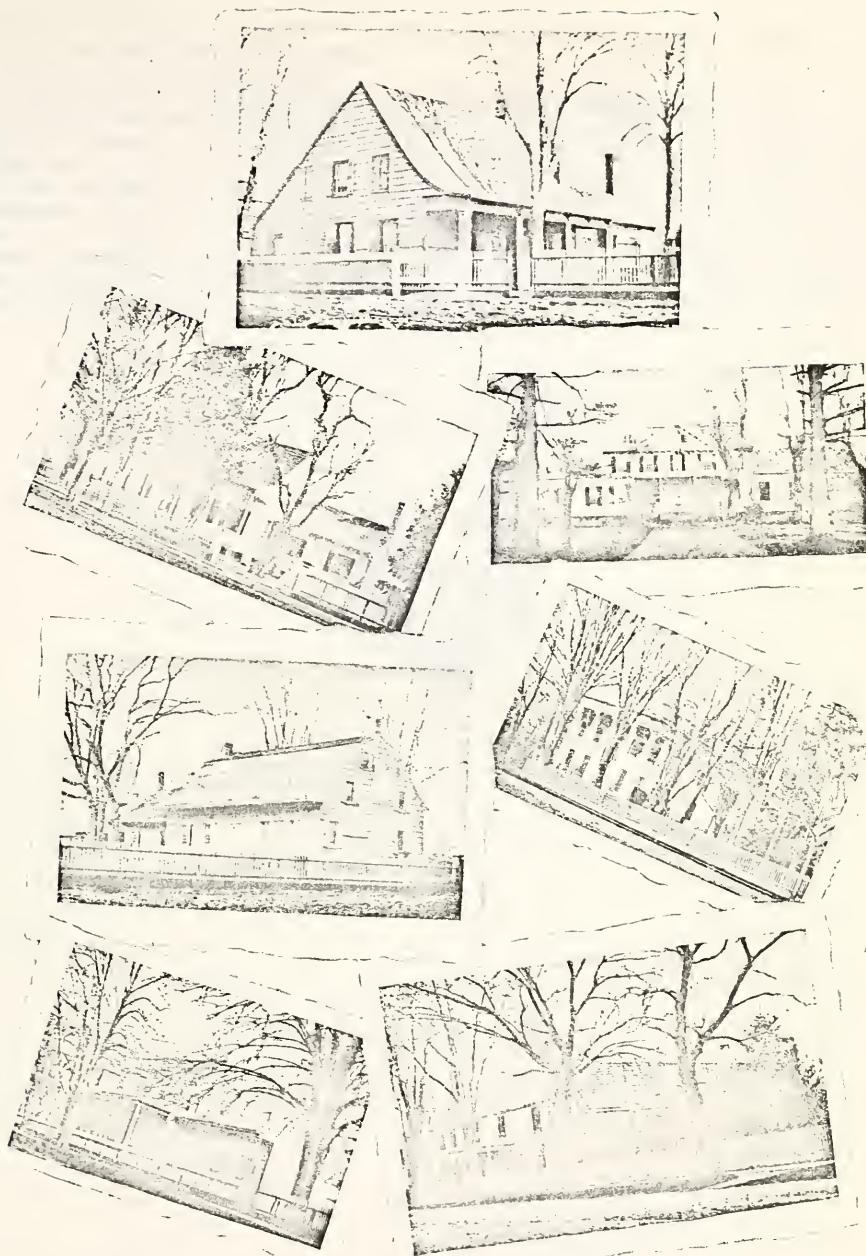
house on the same site was finished about 1800, and was known as the residence of Mr. John Vanderbilt, the builder, who died in 1842. The deed conveying this property to Jan van de Bilt still exists, signed by Governor Stuyvesant, and dated 1661. Some of the most beautiful portions of Prospect Park were on this farm. The ancestor of the family came, probably, from the shores of the Baltic sometime before the middle of 1650. Not far from the site of the old homestead, and south of it, was erected, something more than a century ago, the house which is des-



JOHN HESS HOUSE, FLATBUSH, 1877.



THE WILLINK HOUSE, "BLOEMEN HEUVEL." DRAWN FROM AN OLD PRINT.



SOME OLD FLATBUSH HOUSES, IN 1877.

JACOB DURYEA HOUSE, FLATBUSH AVE. NOW USED FOR CAR STABLES.
JOHN LOTT HOUSE, FLATBUSH AVE., NEAR CLARKSON ST.

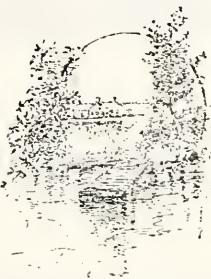
MELROSE HALL.

JEREMIAH LOTT HOUSE, LITTLE LANE (NOW AVE. C).
LEFFERTS HOMESTEAD, FLATBUSH AVE.

CLARKSON HOUSE (NOW THE MIDWOOD CLUB).
JOHN C. BERGEN HOUSE.

ignated on Dr. Strong's map of 1842 as the residence of Mr. Jeremiah Vanderbilt. After his death the house was sold and allowed to fall into decay.

If the selections made in this chapter, of what was typical in Brooklyn during its village and early city days—typical of the then recent past and of the beginnings of the new future—have conveyed a general idea of the surroundings and characteristics of the generation that was influential in transforming the village into the city, they will have accomplished their purpose. The landmarks which now are only reliques of a time that is already venerable were then part and parcel of the every-day life of the people, and doubtless appeared to them rather hum-drum in comparison with what was newer and bigger. But, overgrown now with the mosses of time and memory, and suggestive of a life that disappeared with growth and facility of communication with the outer world, some reverential mention is due to these reminders of the customs, personality and abiding-places of those who laid the foundations of Brooklyn city, before we pass on to the story of its larger growth.



OLD GRAND STREET FERRY



THE BROOKLYN DAILY EAGLE.



IT was a political crisis that gave birth to the EAGLE, and beyond meeting that crisis its founders had no immediate purpose in its establishment.

After the death of the first President Harrison, a few weeks after his inauguration, in 1841, the Democrats reorganized and pushed their party fortunes with renewed vigor. The Democrats of Kings County found themselves well equipped for the fall campaign in all respects save one—they had no party newspaper to disseminate their views and teachings. Up to that time the Whigs had dominated the county, and their having among their number a preponderance of the wealthy residents of the county gave them many advantages, among which was the existence at that time of two party organs, while the Democrats had none. Appreciating the disadvantage at which this placed them, and not discouraged by that fact that

several former attempts to establish a Democratic paper had failed, a few leading Democrats got together and subscribed their names to a fund for the starting of a paper which, first of all, was to support the policy and the nominees of the party during the approaching election. Should it prove successful, it was to be continued as a newspaper; but the campaign and the victory furnished the controlling motives for its establishment. In this movement, Henry C. Murphy was the leading spirit, and he and Richard Adams Locke (afterwards celebrated as the author of the "Moon Hoax") were the first editors of the paper, the first number of which was issued on October 26, 1841.

The paper thus founded was the BROOKLYN DAILY EAGLE, at first called *The Brooklyn Eagle and Kings County Democrat*. The campaign in which its establishment was an element was so well fought by the party with the support of the paper, that the Democrats were triumphantly successful, and



Fulton Street in 1821, site of the late Eagle Building

thus at the very threshold of its career the EAGLE was identified with a movement full of significance to the future of the city. This has been characteristic of its entire history.

One of the results of the Democratic victory of 1841 was the permanent establishment of the EAGLE as a daily paper, now no longer regarded as an experiment or as a temporary campaign sheet. It took its place among the regular institutions of the city. Among its compeers was the *New York Tribune*, which was established by Horace Greeley only a few months before the EAGLE, and like it was an out-growth from a campaign paper—the *Log Cabin*, which was started to support the Whigs in the Harrison campaign, having resulted in the establishment of the *Tribune*.

BROOKLYN IN 1841.

When the career of the EAGLE began, it was the day of small things in the city in comparison with what we see about us to-day. Fifty years of well-directed effort have transformed the little community, which then had just outgrown its village days, into a vast metropolis, teeming with all the activities of modern life. Brooklyn was but seven years old as a city. Its population was only thirty-five thousand five hundred. Fulton street was the single business thoroughfare. Court street was unknown. Sands street was the residence of the aristocrats; the Heights were a bluff merely; Fulton street, beyond the City Hall, was a country road, and Myrtle avenue an adventurous highway of travel to Fort Greene. Williamsburgh was a thriving rival, looked upon by Brooklyn with jealous eyes. Bedford had hopes of its own and a future in which its immediate inhabitants believed. Pumps supplied the city with water, and Ridgewood was not thought of. The City Hall was at the corner of Cranberry and Henry streets, and only the corner-stone of the new City Hall had been laid. Beecher was winning in the far West that fame which brought him to Brooklyn and built Plymouth Church, and Storrs was still studying at a theological seminary in the East. Murphy was elected Mayor the next year, and the city was trying to recover from the effects of the panic of 1837. Greenwood Cemetery had been just projected, and capital for the enterprise was being solicited. Railroads were in their formative condition; the New York and Erie was under construction, and there were but two thousand miles of rail laid in the whole country. Three years before, the first steamer from England had arrived at the port of New York. Albany was as far away from New York, in point of time, as Chicago is now, and twenty-one days was the average passage from Europe. In the following year, Morse laid the first telegraph line from Washington to Baltimore, and wise men were calling him a crazy fool. Fish oil had taken the place of candles, and gas was the coming light. Envelopes had just displaced sealing wax and goosequills were being supplanted by steel pens. A "lunatic" was talking about building iron vessels to float on the water. Horse railroads in cities had not yet demonstrated that they would pay. California was a *terra incognita*, and gold was not discovered there till seven years later. John Tyler was President, elected as a Whig, and, going over to the Democrats, had given a new word to the language—"Tylerize." Slavery was beginning to be a potent factor in politics. John C. Calhoun was advocating secession or nullification. Henry Clay was the political comet of the day, with a magnificent following as a tail. Wendell Phillips was studying that rhetoric and elocution with which in after years he set the country afame. Isolated, having interests not dependent on other countries, three times having demonstrated their invincibility in war, the States looked forward to a peaceful, happy and prosperous future, undisturbed by dreams of a devastating war which should array section against section.

Under such conditions, the new-born EAGLE started side by side with the new-born city, and ever since the growth of one has been commensurate with the growth of the other.

Among those who had contributed to the capital for starting the EAGLE enterprise was the Hon. John Greenwood, long a judge of the City Court, and for many years the only survivor of the little band of devoted Democrats who set the paper on its feet. It was he who suggested its name, the EAGLE. Fifty years ago the American people were nothing if not demonstratively and aggressively patriotic. They had beaten the British twice, had cleaned out the "Greasers" in Mexico, and kept themselves in good fighting condition by occasional scrimmages with the Indians. They felt their ability to "eternally wallop the whole creation," and were not restrained by any sense of delicacy in expressing their belief in such ability. They knew their own strength, and clearly perceived their future greatness. Irritated because the rest of the world did not yield to belief in their present and future, they endeavored to force the fact down the throats of all foreigners by their aggressive and demonstrative patriotism. The truth is, that before the war of the Rebellion—which taught them many things, and among others, self-confidence so profound as to require no discussion or assertion—our fathers were not quite sure in the bottom of their souls of all the qualities they boasted, and this doubt only made them the more boastful. The same spirit which induced the Hon. Elijah Pogram to describe Mr. Chollup to Martin Chuzzlewit as "a child of nature and a child of Freedom; and his boastful answer to the Despot and the Tyrant is that his bright home is in the settin' sun," gave the EAGLE its name. Named as it was, it proved an



Very truly yours Andrew

unexpected success, and more than paid its expenses during the campaign. After the *EAGLE* had become permanently established, the editorship was given to Mr. William B. Marsh.

ISAAC VAN ANDEN.

A few years previous to this there had come from Poughkeepsie to establish himself in business in Brooklyn a young printer. He brought with him tact, pluck, energy, industry, application, a clear head, and very little else. These qualities in the course of time made him a man of influence and consideration in Brooklyn. This was Isaac Van Anden, who was practically and actually the founder of the *EAGLE* and its establishment. What inducements caused him to desire to possess the *EAGLE* are not known. Perhaps he had a sharp eye to the possibilities of the future; perhaps the proprietors, not being newspaper men, and being assured of the continuance of a Democratic paper, were glad to be relieved from the responsibility of the conduct thereof and sought a purchaser; and perhaps Mr. Van Anden himself had a vagrant tendency toward journalism. Perhaps it was solely the latter. At all events, whatever be the cause, early in the year 1842 Mr. Van Anden, who had from the start been the forceful spirit and practical man of the enterprise, came into sole possession of the paper. It was not his first venture in journalism. On March 2, 1840, with S. G. Arnold, he had established the "Brooklyn Daily News," of which Dr. W. R. Northall was the editor. In the ensuing September Dr. Northall retired to take charge of a Whig paper. This venture did not succeed, and shortly after was sold to the proprietors of a new Democratic paper called the *Times*.

Mr. "Van," as he was called in the office until the day of his death, put the industry and the energy of his later young manhood and middle age into the struggling *EAGLE*. The *EAGLE* and its establishment are his monument. Until 1870 he was the sole proprietor, and he had no interests for many years apart from the *EAGLE*, and there never was a time in his life, from 1842 onward, when he would not willingly have sacrificed all his other interests to the paper. From small beginnings and a problematical existence he saw it grow and develop to a power in the city and an influence in the land. This condition was not secured without hard personal labor on his part. For several years it



THE EAGLE STAFF IN 1863.

FRANCIS A. MALLISON JOHN STANTON. JAMES MCCLOSKEY. HENRY CHADWICK.
ALFRED G. HERMAN JOS. HOWARD, JR. ISAAC VAN ANDEN.

RICHARD McDERMOTT.
THOMAS KINSELLA

was a desperate struggle to maintain the paper ; in the beginning, indeed, in more years than one, it depended for support and for existence on the profits of its job printing office. Yet, during these years of struggle, "Van" never failed to meet his obligations promptly, and he grew with the years into the respect and esteem of all with whom he came into contact. When he purchased the EAGLE he gave his notes for it, and as each of them fell due he met it on the very day and asked no extension of time. It would be interesting to know what the amount of that purchase money was and compare it with the value which the present proprietors place on their property. Whatever it was, it was promptly met and fully paid. In the early times "Van" worked at the case during part of the day, and when the form came to the press he worked that—a hand-press of the early pattern.

An idea as to how recently Brooklyn had grown large enough to support daily newspapers when the EAGLE began its career, may be derived from the illustration here given, as it appeared in 1821, of the site of the building just vacated by the EAGLE, and occupied by it during nearly all the fifty years of its existence, though with occasional enlargements. The following account of the making of the sketch from which the illustration was drawn was published in the EAGLE of March 18, 1883. It is now over seventy years since the sketch of the original site was made.

"BROOKLYN SIXTY YEARS AGO."

"We have recently come into possession of a sketch of the present site of the EAGLE office, taken about the year 1821—over sixty years ago—and by an artist who afterward attained world-wide celebrity, Mr. Banvard, whose name is associated in the minds of the boys of twenty-five or thirty years ago with the great 'Father of Waters.' Mr. Banvard, the designer of 'The Panorama of the Mississippi River'—and who is, by the way, now a resident of Brooklyn—made the sketch which is appended, under the following circumstances: Mr. Banvard, who resided with his parents in New York City, was in the habit, when a boy, of visiting the open fields on which the stately City of Brooklyn now stands, to shoot birds. On one occasion he came over with his brother, and under the guidance of the milkman, who supplied the family from his farm on this side of the river. After the day's sport was over, the two boys made their way, not to the foot of Fulton street—for there was no street then—but to 'The Ferry,' to take the boat—a stout row boat, if we mistake not, at that time making very infrequent and irregular trips. The artist boy made the sketch which is reproduced below. His brother amused himself by other methods, and, while doing so, he looked over into the cask depicted in the sketch, and into which the rain water from the roof of the Dutch-shaped house fell. While thus engaged, the sixpence he had to pay the joint ferrage, and which he had put in his mouth for safe keeping, fell into the water barrel, and the two lads were in dismay until they succeeded in recovering the coin. The incident made such an impression on the boyhood memory of Mr. Banvard that he has retained ever since the little sketch which commemorates it. If Mr. Banvard's memory serves, the EAGLE establishment occupies the site on which the plain but comfortable-looking Dutch house then stood, as seen on the right of the sketch. A column enumerating the contrasts between 'The Ferry' of the past and the foot of the busy thoroughfare known to us as Fulton street, would not present to the mind as vivid a conception of the changes which have taken place as is conveyed by the little sketch which is here reproduced."

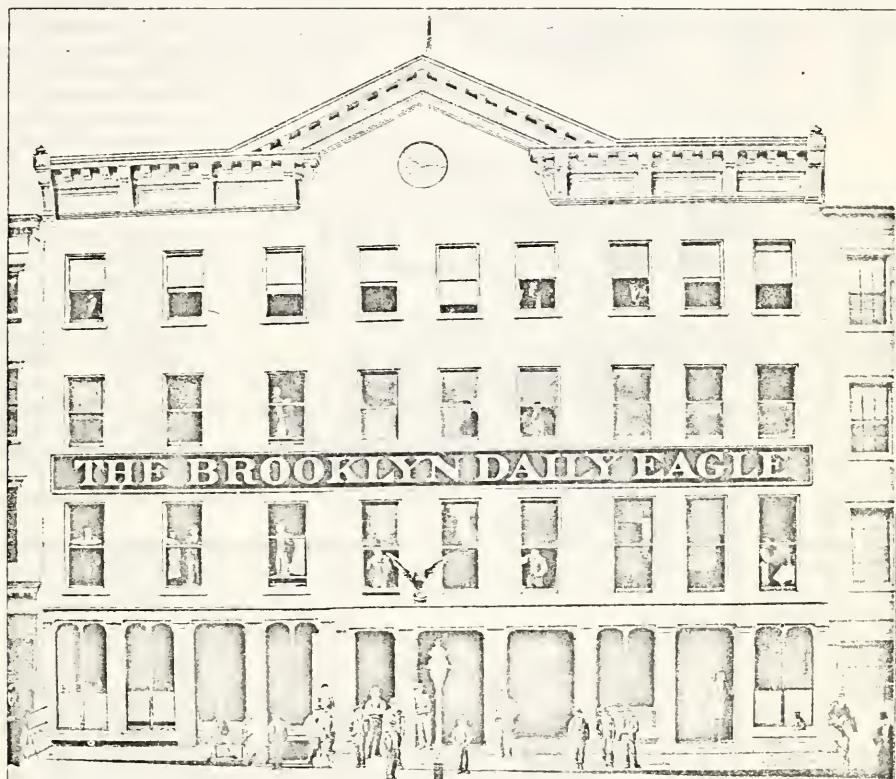
It is a long step—longer in advancement than in mere years—from the EAGLE office of the early days and the site to which it soon removed, to the EAGLE Building of to-day, and the towering evidences of growth and prosperity which surround its present site, a contrast so eloquent that words cannot intensify it.

THE FIRST "EAGLE."

There is a similar contrast to the eye between the first copy of the EAGLE, issued on October 26, 1841, and the jubilee number—"Vol. 50, No. 328"—issued on November 26, 1890, in commemoration of the laying of the corner-stone of the new building which it now occupies. The first copy of the paper was then reproduced on the lower inside corners of four of the eight pages which made up the jubilee number, falling short of the measurements of the latter by one-quarter of the height of the page and by three columns of the width of the page, each of its four pages containing only about one-half as much matter as the page of the full-grown EAGLE, and its four pages altogether containing only one-quarter as much as the eight pages of the jubilee EAGLE. The advertisements include only two Brooklyn insurance companies; the time table of the Long Island Railroad between Brooklyn and Hicksville; very few business cards, mostly of remedies, dry goods and stationery; and sundry Corporation notices. Some of the latter are interesting. Four columns of property advertised for sale for non-payment of taxes show that the property holders of to-day are only following the example of their ancestors; some extracts from the Regulations established for the Firemen of Brooklyn are signed, among others of the Aldermanic Committee of the Fire Department, by Seth Low, the grandfather of Brooklyn's late Mayor; proposals are advertised for lamp oil for lighting the city streets, and a petition for the building of a public cistern at Myrtle and Bridge streets. In the report of the proceedings in the Common Council there are noted a petition to change the name of Orange street to West Nassau street, and an ordinance for the assessment of the cost of a pump and well in Schermerhorn street. Among the news items is an account of the war in China, brought down to the 20th of June ("news" six months old!), furnished by "Mr. Low, son of Alderman Low" (A. A. Low, probably), who arrived home on the ship bringing the

news. The news matter in this number relates principally to the political campaign then under way, as do also the editorials; though room is found for an account of the reception into the New York Typographical Society of William Cullen Bryant, of the *Evening Post*.

The EAGLE continued under the editorship of William B. Marsh from 1842 until his death, which occurred on the 26th of February, 1846. Then Walt Whitman took the editorial chair, and held it for a year, when he resigned. Then came Mr. S. G. Arnold, Mr. Van Anden's old associate in the *News* enterprise, and he infused new life into the paper. In 1850 the name was abbreviated to the BROOKLYN DAILY EAGLE. In 1851-2 the EAGLE employed the first reporter ever engaged for work upon a Brooklyn paper exclusively, and that was the vigorous and versatile Henry McCloskey. When, in 1853, Mr. Arnold left the paper to edit the *Syracuse Chronicle*, McCloskey was chosen as his successor. The policy of the paper underwent a change, and energy in the gathering of news became a feature in the paper. Its



THE EAGLE'S HOME UP TO JULY, 1852.

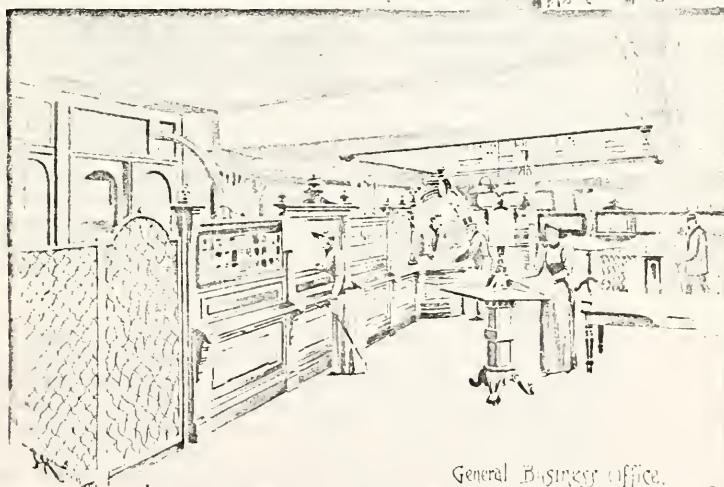
editorials were vigorous and often brilliant, and fresh telegraphic news was published daily. McCloskey continued until the 7th of September, 1861, in charge, when, having a difference with the United States Government, he resigned, and was succeeded by Mr. Thomas Kinsella.

To the local reporter of to-day who gathers without difficulty information as to the amount of insurance upon a building consumed by fire, it will seem strange that the first occurrence which gave the people of Brooklyn an idea that the EAGLE was a live paper, was when a fire occurred in Fulton street, and Mr. Van Anden rushed out and obtaining the list of insurance published it on the same day. This was enterprise, and it never had been done before by the evening press. It requires more energy and enterprise to make the first track through the unexplored forest than it does to follow the blazed path afterwards. It is easy to do a thing when you have been shown how. The journalist of to-day may look with condescension upon the efforts of that time, but he should not forget that those efforts were

often first and original thoughts. Would he measure his own achievements by theirs?—let him stop and ask whether he is contributing as many new ideas to his professional brethren of the future as his professional brethren of past days contributed to him.

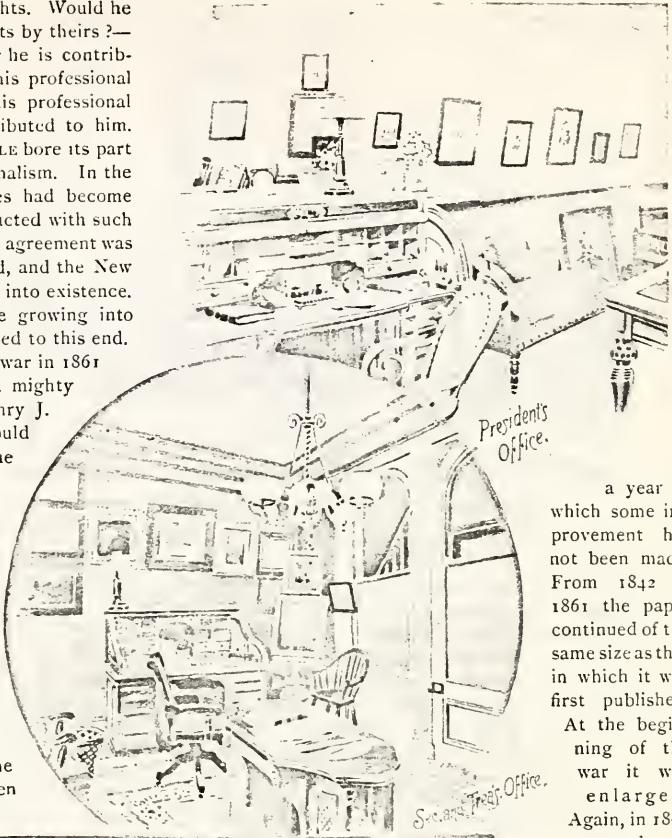
In its own field the EAGLE bore its part in the pioneer work of journalism. In the meantime newspaper rivalries had become so expensive and were conducted with such varying success, that finally an agreement was made as to news from abroad, and the New York Associated Press came into existence. The telegraph, by this time growing into general use, largely contributed to this end.

The breaking out of the war in 1861 gave American journalism a mighty impulse, notwithstanding Henry J. Raymond's fear that it would ruin the business. Most of the journals of the country date the period of their assured success from that time. Such was the case with the EAGLE. Revolutions never go backward. The people, once educated to seek the journals, rarely forego the pleasure and instruction there obtained. The EAGLE has never seen a year pass since 1861 when its circulation was not larger than the preceding year. It has not seen



General Business office.

an eight-page paper, to accommodate the matter, whenever occurrences of great moment were to be chronicled, or room was to be made at special seasons for a flood of advertising.



President's Office.
Secretary's Office.

a year in which some improvement has not been made. From 1842 to 1861 the paper continued of the same size as that in which it was first published.

At the beginning of the war it was enlarged.

Again, in 1867 seven columns of space were added; and supplemental sheets were for a long time added to the usual sheet, as occasion required; while the pressure on the space for news and advertising became so great and so continuous, that the extra sheet was for years a regular and no longer an occasional feature of the paper. Not infrequently it was necessary to add a double extra sheet, making altogether

THE SUNDAY "EAGLE."

On January 1st, 1877, the EAGLE made another venture, and that was the publication of an issue on Sunday morning. The "Sunday papers," as certain publications were then called, had been in existence for many years, and were distinct in journalism. These papers represented a phase of journalism that no one was proud of, and public sentiment at that time was opposed to all Sunday publications. Defying one moral sentiment seemed to be taken by these journals as license to defy all moral sentiment, and they were, as a whole, unclean sheets. When the dailies began the publication of Sunday issues they were condemned by a portion of the public, but that opposition finally passed entirely away. It was soon manifest that the already existing unclean sheets could not stand before their new and clean rivals, throbbing with news from every point. The SUNDAY EAGLE took its place with the continuous publications of the week, and its discontinuance would make a break, seriously inconveniencing a great number of people. It is not likely to be discontinued, for it has grown into the prosperity it deserved. Apart from the news it publishes and the discussion of it, it contains a large amount of original literary matter, for which formerly the reader must needs seek the magazines. It is each year waxing in strength, and each year widening the circle of its friends. With the upgrowth of the Sunday issues of the daily press there was a subsidence of the distinctive "Sunday paper." The publication of the SUNDAY EAGLE sent the "Sunday press" of Brooklyn into obscurity, and purified the journalistic atmosphere.

The SUNDAY EAGLE was based on an already existing publication, which had its origin, curiously enough, on the very spot to which the EAGLE has now removed. And in a sense this paper—the *Sunday Sun*, which was absorbed by the EAGLE and became its Sunday edition—had its birth in the EAGLE office; for it was an outside enterprise of the then chief editor, Mr. Thomas Kinsella. The marked success of the Conways in their Park Theatre led them to desire a larger one. The new theatre—the original Brooklyn Theatre—was built for them by W. C. Kingsley and others, who purchased for the purpose the St. John's Church property at Washington and Johnson streets, where they opened in 1871 the unprofitable venture of their closing days, both Mr. and Mrs. Conway dying within three or four years after this time. The theatre passed into the hands of Shook and Palmer, and became the scene of the dreadful theatre fire of 1876; and after being followed by a second Brooklyn theatre, a restaurant, and a hotel, in succession, it gave place to the new EAGLE building. It was on this property, during the days of the Conway theatre, that Mr. Kinsella established in 1874 the office of his new paper, the *Sunday Sun*, with the business backing of Mr. Kingsley, the paper occupying quarters over the stores in front of the theatre proper. During the second year of this paper it became the policy of the EAGLE to absorb it, and the SUNDAY EAGLE took its place.

THE "EAGLE" INCORPORATED.

In 1870 there occurred a change of more importance to persons concerned in the management of the EAGLE and those earning their daily bread therefrom than to anybody else. Mr. Van Anden, who had been in sole control and ownership of the EAGLE for twenty-eight years, who had seen it grow under his hands until it yielded him a most handsome income and had made him one of the rich men of the city, was induced by a number of capitalists, who fully appreciated the value of the establishment as an investment, to dispose of it to them as an Association. The sale made somewhat of a stir in the city at the time, but in the conduct of the EAGLE no change was made, save, perhaps, in respect of increased vigor of management, and neither those earning salaries from it nor those reading it could perceive any other change. It was conducted upon the same line as during the previous years, and it has been conducted on the same line since. The change was a change of ownership only. At first, indeed, Mr. Van Anden



St. John's Episcopal Church, 1868—Site of New Eagle Building.

severed his connection with the paper entirely; but a few months after, finding a life of freedom from responsibility not so pleasant in the actuality as it had been in the dreams of his years of struggle, he purchased the stock of a member of the Association, and again took the head of the business management of the paper, at which he continued until the day of his death, which occurred August 6, 1875.

Mr. Van Anden was a small, active and energetic man, with so kindly a heart that he had assumed a brusqueness of manner to conceal what he almost considered his weakness. Much respected in his office among his employees he always maintained a lively interest in their well being. He never wrote for the EAGLE, but he possessed a rare faculty for selecting his assistants—a faculty which largely helped the growth of his paper. He never married, and in after years, when fortune and prosperity smiled upon him, he became much interested in his horses, of which he had a large number; and, in fact, this was all his life long the only expensive luxury he permitted himself. "Van" will long be remembered in the office by those who were connected with the establishment during his life, and these are not a few. "Mr. Van was one of the salt of the earth," said an old employee, in speaking of him.

To take every advantage that presented itself, closely to watch the signs of the times and profit thereby, has always been the characteristic of the EAGLE management, and that spirit pervades the establishment in all its parts. The man who in the early days of the paper shaped its destinies has long since been gathered to his fathers, but his spirit still lives in the spirit of the EAGLE.

"EAGLE" EDITORS.

The editors of the early days were not subject to the heavier responsibilities that were laid on their successors; and perhaps it would be a correct statement that, judged by the present standards, the first real editor was Henry McCloskey—although he had been preceded by Locke, Marsh, Walt Whitman and Arnold, as titular editors. Of Whitman, whose picturesque career has so lately come to an end, it is remembered that he occupied the editorial chair principally on stormy days; for nothing could keep him out of the sunshine, and in pleasant weather his editorial duties received scant attention. In an interview published recently, Walt Whitman referred to his position on the EAGLE: "I went to edit the Brooklyn EAGLE, where for two years I had one of the pleasantest sits of my life—a good owner, good pay, and easy work and hours."

McCloskey just fell short of being a man of genius. As a writer he was vigorous, strong, picturesque and original. He was an implacable opponent, and he neither gave nor asked quarter. He was at his best in controversy, and he courted it. His talents were of the destructive rather than of the constructive order. But he seemed to lack the steady head and hand required in the editor of an influential public journal, and he may be classed among the victims of the wild and turbulent war period,

during which many reputations were lost as well as many achieved. In his calling he was incorruptible, and it may be said of him that he never wrote a line he did not firmly believe to be right and just when he penned it.

McCloskey was succeeded in the editorship by Thomas Kinsella, a man of stronger character and with a better grasp of the new and trying conditions under which journalism was conducted after the war had revolutionized journalistic methods and increased the responsibilities. His conduct of the paper was characterized by sincerity, earnestness and conscientious industry, qualities with which he inspired his associates. It was his fortune to guide the paper successfully through the



Brooklyn Theatre, 1871, site of New Eagle Building.



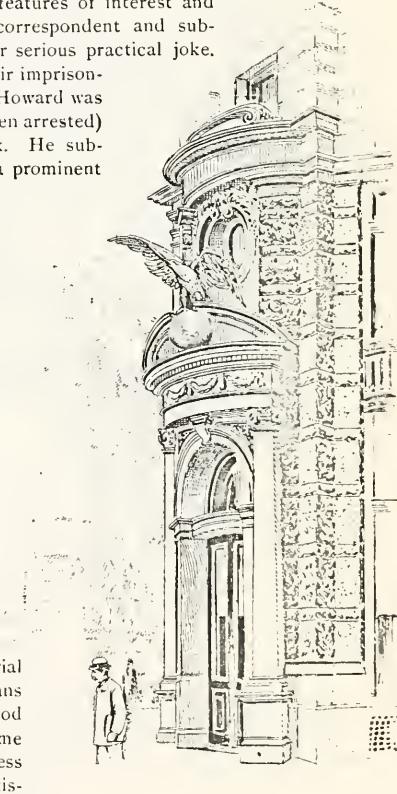
THE NEW EAGLE BUILDING, 1892.

stormy days of the war and reconstruction, and into the era of peace and development, in which he made the EAGLE an important factor. He died in the harness, in 1884, after more than twenty years of faithful and useful service. His successor was St. Clair McKelway, the present incumbent, one of the best newspaper men in the country.

An interesting reminiscence of old times on the EAGLE is preserved in the group of the EAGLE Staff in 1863, which is reproduced in this volume. Several of the group are referred to elsewhere. Alfred G. Herman was in 1850 the only reporter on the EAGLE, and he also furnished to the New York papers all the Brooklyn news in a condensed form. It may be said that at that time he was the only reporter in this city. James McCloskey was a brother of editor Henry McCloskey, referred to above. Richard McDermott did general reporting, and was well known about town and very popular. John Stanton was for a few years prior to 1863 employed in a fireworks factory in Williamsburgh, now the Eastern District of Brooklyn. The works exploding, Stanton found himself in the street, and he at once started for the EAGLE office and wrote an account of the affair, which was published that afternoon. This stroke of enterprise secured him a situation on the paper. A feature of his work was a series of humorous articles signed "Corry O'Lanu," which attracted attention and increased the number of the EAGLE's readers. He was afterwards City Editor. Of all the persons in the group only two are living—Joseph Howard, Jr., and Henry Chadwick. The latter still writes for the EAGLE, and his signature of "Old Chalk" marks whatever he writes on baseball, of which he is one of the early fathers, as coming from the pen of the best authority on the subject. Joseph Howard, Jr., shortly before this picture was taken, had narrowly escaped with his life from the hands of the mob during the "Draft Riots" of 1863, an experience which he wrote up the same day, his head in a bandage, for his paper, while he was known as "Howard of the Times." He was City Editor of the EAGLE, and he introduced into it several special features of interest and value. In 1864 he and Mallison—who was the Albany correspondent and subsequently was elected to the Assembly—indulged in a rather serious practical joke, in issuing a bogus presidential proclamation, which led to their imprisonment in Fort Lafayette. On his release, after a few weeks, Howard was appointed by General John A. Dix (on whose order he had been arrested) official recorder to the military court sitting in New York. He subsequently returned to the *Times*, and since then has been a prominent writer on various New York and out-of-town papers.

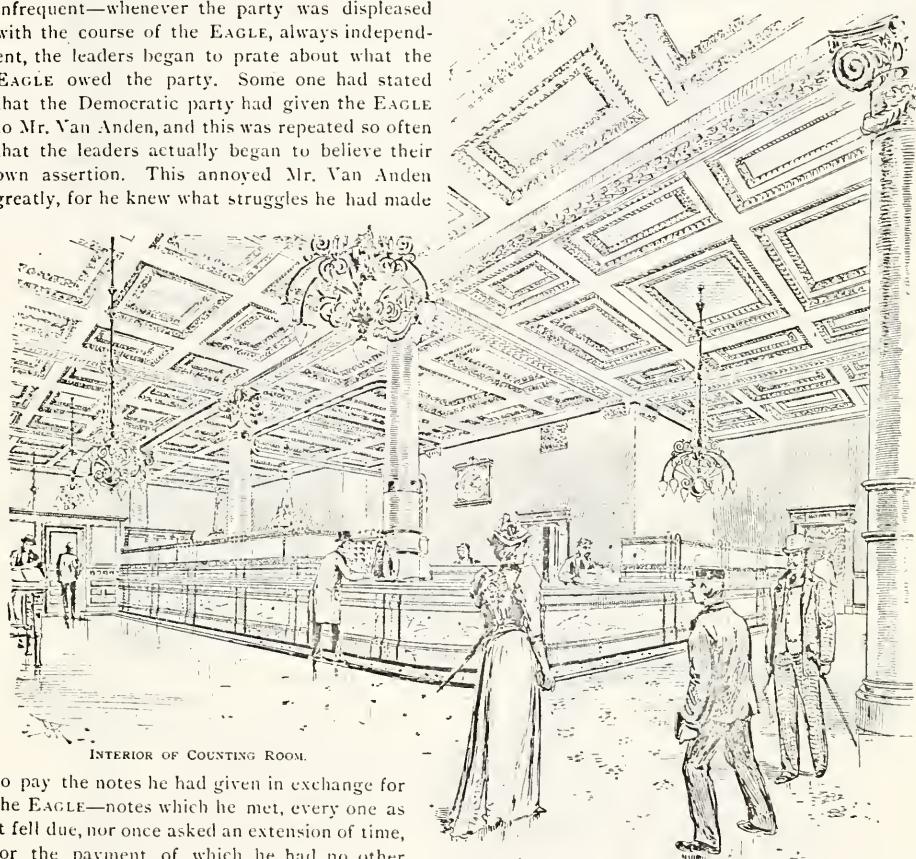
THE "EAGLE'S" INDEPENDENCE.

The editorial chair of the EAGLE has always been an agreeable post for men of strong individuality and independent habit of mind, because of its essential independence of party control, which was asserted at an early day by Mr. Van Anden, and increased with time and the growth of the paper. It has indignantly repelled the idea of "organship," and while it has steadfastly upheld the principles of Jefferson, it never has followed the party when the party diverged from its proper course. It has been the sternest critic of the management of its own party, it has plied the lash when the leaders deserved it, and has not hesitated in its choice of words. It more than once has advised its Democratic readers to abandon party nominations, when those nominations were of unfit men. It has earnestly striven for an improvement in political methods, and it will continue to do so. It considers the interests of the public first and the politicians last. It has confined its politics to the editorial columns, and has insisted that its writers for the news columns should manifest neither bias nor partisanship. And it has stood almost alone among the journals of America, in giving the same space to one party as it has given to another. This fairness has brought its own reward, for the conductors have the satisfaction of seeing the adherents of all parties coming to the columns of the EAGLE with confident assurance that they will find there the events of their own party faithfully and



Corner Entrance to Counting Room

truthfully reported. Violation of this rule is the greatest offence that can be committed by an **EAGLE** man. The **EAGLE** always manifested restiveness under anything like political dictation, and it is related that early in the fifties Mr. Henry C. Murphy, then the real leader of the Democracy of Kings, went into the **EAGLE** office with a copy of a speech which had just then been delivered by Mr. Thomas W. Cummins, the Representative in Congress from the Brooklyn district, which he desired to have published in full. Mr. Van Anden bluntly refused to print it, on the ground that it was neither news nor interesting, and that he could not lumber up his paper with such stuff. It is said that Murphy went off in a huff, and afterwards asked how Van Anden expected to get along if he intended to cut himself loose from party ties and obligations. For years after, whenever any Democratic leader felt the sting of the **EAGLE**'s lash—and its application has not been infrequent—whenever the party was displeased with the course of the **EAGLE**, always independent, the leaders began to prate about what the **EAGLE** owed the party. Some one had stated that the Democratic party had given the **EAGLE** to Mr. Van Anden, and this was repeated so often that the leaders actually began to believe their own assertion. This annoyed Mr. Van Anden greatly, for he knew what struggles he had made



INTERIOR OF COUNTING ROOM.

to pay the notes he had given in exchange for the **EAGLE**—notes which he met, every one as it fell due, nor once asked an extension of time, for the payment of which he had no other assistance than that of his own hands. Mr.

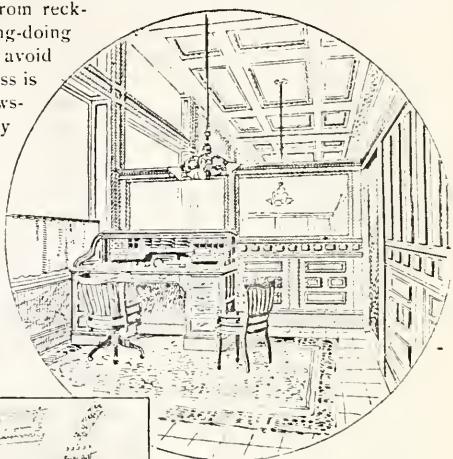
Van was always very vigorous in his denial on this point, and forceful in his statement of the case. Finally, a former editor of the **EAGLE** laid the assertion at rest by an energetic denial of it in the columns of the paper, to which he appended the stinging remark that the only thing the Democratic party ever gave to the **EAGLE** was its police items. The **EAGLE** gave the Democratic party far more than it ever received from it, and in later years it has given the local party its best ideas. The times when parties were masters of newspapers have gone by, and self-respecting journals do not follow the actions and utterances of party conventions as they did forty or fifty years ago.

A DEFENDER OF THE PEOPLE.

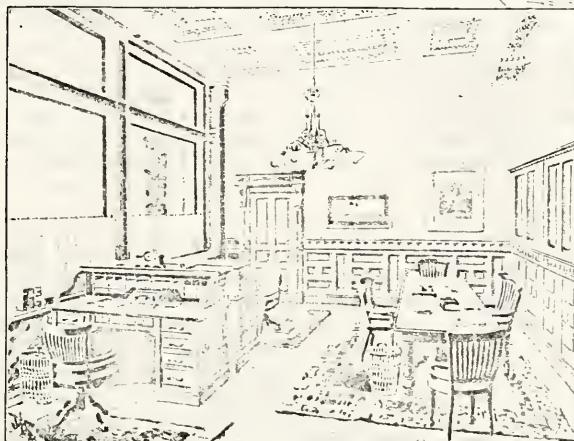
Ranking equal in importance with political independence on the part of a newspaper—perhaps surpassing it—is another kind of independence which is an essential virtue in a great journal: an inde-

pendence of consequences in the discharge of a duty to the public in exposing wrongs. To be sure, this is an independence in the exercise of which it is incumbent on the managers of a newspaper to use discrimination; and it is a very different thing from recklessness. Recklessness in bringing charges of wrong-doing incurs its own liability, and a wise newspaper will avoid it; but it is more to the point that such recklessness is a cruel use of "a giant's strength," and a just newspaper seeks to avoid it. So the duty is laid on every journal which is a conservator of public morals and of the integrity of public institutions, of exposing wrong with such discretion as to do no wrong to the innocent, while not letting the guilty escape.

There now and then falls to the lot of a courageous newspaper the opportunity of justifying its conduct and its methods before the public. Such an opportunity came to the EAGLE in a recently tried libel suit, brought against it by Mrs. Dr.



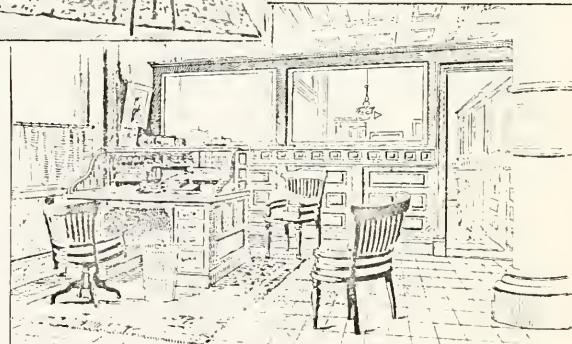
ASSISTANT MANAGER.



PRESIDENT AND SECRETARY.

notwithstanding the lapse of time since the event and the death and removal of witnesses, was a complete justification of the judicial temper in which it undertook the discharge of a serious and painful duty to the public, with the fullest consideration for the rights of all concerned.

The suit was based on the publication in the EAGLE, on twenty-one days in April and May, 1889, of a series of articles about the Woman's Hospital and Dr. Mary A. Dixon Jones and her son, Dr. Charles N. Dixon Jones, who ran that institution. The power of that arraignment is shown by the fact that after it appeared the Woman's Hospital was emptied of its patients and Dr. Mary A. Dixon Jones lost her practice, and was indicted and tried for manslaughter on one of the many charges contained in the articles. For all these misfortunes she asked a jury of her fellow citizens to award her \$150,000 damages, a claim which in itself would arrest the attention of the community. She came into court supported by a formidable array of counsel, and by her sons and a group of women friends who had stuck to her through evil report and good report since her difficulties with hospitals began in this town, some



TREASURER'S OFFICE.

six or eight years ago. The case as tried was one of the most remarkable libel suits ever tried in the United States and one of the most voluminous and complicated cases of any sort ever tried in Kings County. It occupied the court for six weeks, exceeding in length any case ever tried in the county, with one exception. There were 258 witnesses examined, many of them more than once, and the transcript of the stenographer's notes of the testimony, speeches of counsel, and the judge's charge, filled 5,000 type-written pages. The result of the trial was so complete a justification of the EAGLE's charges that, while it was expected by some that the omission to prove here and there an unimportant item might lead to a technical verdict for the plaintiff, the jury thought otherwise and brought in an unqualified verdict for the EAGLE.

The case for the EAGLE was succinctly summarized in the concluding portion of the address of the counsel for the EAGLE, who said: "I ask a verdict for this defendant because it has rendered a great and glorious service to the poor of this city; because it has closed the doors of that bastard hospital and stayed the uplifted knife of this aged plaintiff; because it has suppressed the craze which, impelled by private greed and an unscrupulous ambition, was disregarding marital rights and destroying the cherished hopes of offspring; a craze, gentlemen, which was sacrificing on the altar of a hasty diagnosis, in the name of science, every timid, trusting woman who came within the baleful influence of this smiling priestess. It is within your power to punish this defendant. You can select from these many statements some few lines here and there which have not been proven; you can cull an occasional grain of chaff from all this wheat. But remember, in doing so you would simply perpetuate and encourage the existence of institutions of this character. You would simply throttle a bold press, which is the only channel through which such investigations can be made and through which such wrongs can be righted and redressed. There have been times, gentlemen, during the trial of this case, when I forgot the EAGLE was my client. The living victims, with their sad, despairing faces, and the shades of the sheeted dead, seemed to stand around me and urge me to avenge their wrongs. I ask a verdict for this defendant in their name. And for humanity, to whom we dedicate our lives, for whom this hospital was erected, which we so heedlessly and so negligently supported and maintained, I ask the only apology we now can make—a verdict for this defendant."

THE PEOPLE'S VERDICT.

No wonder the verdict profoundly impressed the people. It was the ratification of their own verdict; the fulfillment of their own desire; the realization of their own hope. Nor was it the vindication of the EAGLE alone. It afforded new reason for confidence in the soundness of the jury system, that it would prove itself a bulwark of right and a sure defense against evil. It revealed a free and fearless press as the best force and the best friend of a free people. There was a touching side to the case in its demonstration of the necessity of such a press as the champion of the lured, the credulous, the illiterate and the self-defenseless for protection and preservation. Never was pseudo-science so signally exposed. Never was illiterate and assuming conceit more effectively stripped and overthrown. The trial was a vindication of learning as well as of law. The verdict was the best thing justice has done for life, home, truth, the suffering and the unwary. The EAGLE, as the organ of the people and of the people alone, and as their organ for their own best and highest interests alone, was deeply grateful for their support of it and their sympathy with its labors and their congratulations upon the vindication which the evidence, the jury, the court, and all right-minded men and women united in rendering to the duty which it began and completed in this case.

THE "EAGLE" AND ATHLETIC SPORTS.

The EAGLE represents the public in all its interests, and its amusements as well as the more serious concerns of life and death are looked after. The abnormal growth of sports in public favor of late years is largely, if not entirely, due to the aid and countenance given them by the newspapers. When the EAGLE helped to develop the interest in baseball which began in this city—almost the home of the game—in 1860, it constructed the lever which lifted up into popular favor athletic games and sports in general. At that early period of baseball history athletic sports among our people were comparatively unknown. Not an athletic club was in existence in the entire country, and we had no lacrosse, football, tennis or general athletics, and the only sport in vogue was horse-racing. People at that period were too devoted to the rush for the "almighty dollar" to think of "wasting precious time," as they regarded it, in games and field sports for health or manly recreation. In common parlance, the sports of the present period were "not in it" at that time. But baseball did the business, and the growth of the national game soon led to the encouragement of kindred sports; and in due time athletic games of all kinds began to flourish. Besides our games "native and to the manner born," we brought into play the imported sports of cricket, lacrosse, football, tennis, etc., until we had at command the whole catalogue

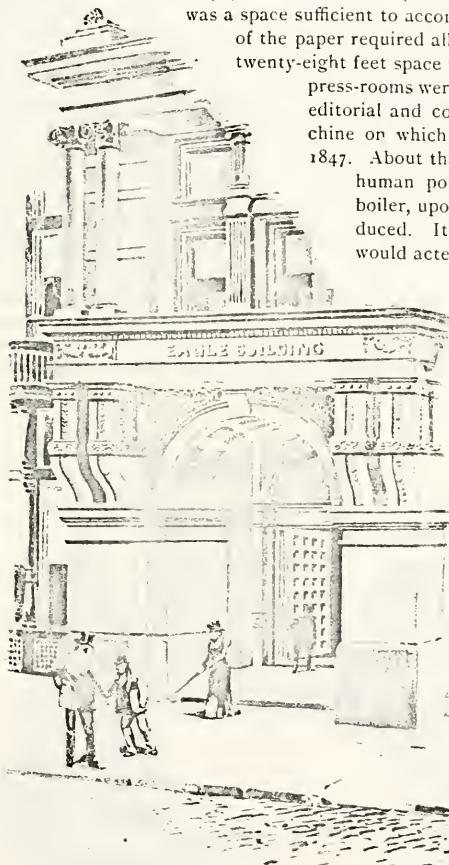
known to the civilized world of sports. In addition to the support given to the best class of games in the way of extended reports in the columns of the EAGLE under the supervision of Mr. Chadwick, who has been the sporting writer of the paper for a quarter of a century, the proprietors went a point further and established a series of valuable special prizes for championship honors in various sports. Some of these trophies are illustrated in these pages. A result of this special attention on the part of the press is seen in the corresponding and responsive enthusiasm on the part of the public, by virtue of which our city stands second to none in the country in the pursuit of all manly and invigorating outdoor sports and recreative exercises; while it excels all others in the facilities given to the practical exemplars of the games and sports in vogue for the full enjoyment of their favorite pastimes. The city authorities have caught the contagion and have provided a grand field in Prospect Park for the use of the public, with special baseball, cricket, football and lacrosse grounds at the forty-acre parade, and fields for tennis, croquet, archery and other field games on its extensive commons, all free to the public.

EVOLUTION OF MECHANICAL FACILITIES.

For fifty years, until its removal to its present building on Washington street, the EAGLE's home was on lower Fulton street, near the Fulton Ferry. When the paper was started its ~~business~~ was carried on in a small building on Fulton street, nearly opposite its late quarters. The office was soon afterwards moved across the street to a larger building, which was one of those that were from time to time thrown together to form the enlarged quarters which the EAGLE has just vacated. The new offices were

small, even for that time, compared with their later extent. Eighteen by fifty feet was a space sufficient to accommodate the EAGLE of that date, while the growth of the paper required all of the one hundred and fifteen by one hundred and twenty-eight feet space it afterwards occupied. The business office and the press-rooms were on the lower floor, and on the upper floor was the editorial and composing rooms. The hand press was still the machine on which the paper was printed, and continued to be up to 1847. About that year a rotary or cylinder press was purchased, but human power was still the motor. During the year 1851 a boiler, upon which rested the engine it was to move, was introduced. It was a somewhat primitive affair, and anybody who would act as engineer. This was the first engine ever introduced into a printing office in Brooklyn.

By 1853 the single cylinder press had been discarded and one of Hoe's two-cylinder presses was put into the building, with the result of largely increasing the circulation, and a new engine and boiler were a necessary consequence. So fast did the business of the EAGLE grow, that by 1858 the necessity of greater facilities had become very evident. In this year Mr. Van Anden, tired of simply meeting demands as they arose, determined on a step from which even ~~earnest~~ friends and earnest well-wishers endeavored to dissuade him. But he was farther-sighted than they were, and he ordered a four-cylinder press from R. Hoe & Co., so largely increasing the facilities that the EAGLE might take years to grow up to them—perhaps never. Towards the close of the year it was put into operation and then the EAGLE press had a capacity of ten thousand copies an hour. This enterprise involved an outlay of \$20,000. Wiseacres condemned this as a foolish and extravagant expenditure, and contemporaries declared that such investments could not be made to pay outside of New York city. This act, however, was not only wise, shrewd, sagacious and enterprising, but exceedingly fortunate. Though no one then dreamed of war, yet



MAIN ENTRANCE, WASHINGTON STREET.

the events of three years later made such demands upon the resources and capacities of newspapers, and that so suddenly, that not a few were utterly unable to meet them. By the fortunate investment of 1858 the *EAGLE* was among the few papers that were quite ready for the emergency, and could, with entire contentment, "spread its sails to the favoring gale."

1860 was a year in which the *EAGLE* gave practical evidence of its prosperity. In that year the building to the east of the office it had occupied so long—No. 34 Fulton street—was purchased, and an extension to it was erected, running back to Doughty street, giving a depth of one hundred and ten feet. The next year, with increased press capacity, increased steam power, and more room for all departments of the business, the *EAGLE* was fully prepared for the extraordinary demands made upon its establishment under the impulse of the war. The paper grew in strength and increased in prosperity. In this year it enlarged its sheet—its first enlargement since the beginning. Up to this time it had been sold at one cent. But now, in common with the other papers of the country, it was compelled to increase its price, at first to two cents and subsequently to three cents, because of the extraordinary rise in the price of printing paper. All this time the four-cylinder press had been equal to the demands made upon it, and it was thought, when the war was over, that it would be adequate for all needs for many years to come. Yet, within two years from the end of the war the *EAGLE* had not only overtaken the capacity of this press, but had exceeded it.

THE EIGHT-CYLINDER PRESS.

Next followed the most stately of all the printing-machines up to that time invented—the Hoe Eight-Cylinder Press. How inextricably the name of Hoe is interwoven with the development of the printing art and of journalism! The eight-cylinder press is the most imposing of all the printing machines invented, and indeed, is nearly as large as the office the *EAGLE* originally occupied when it began its career. This new improvement necessitated another annexation, and again a building was added to the *EAGLE* property, No. 36 Fulton street, to accommodate the monster press. It certainly was time to enlarge again; for the other departments of the paper had kept pace with the general development and needed more room. When all this was done—involving an expenditure of eighty thousand dollars—the conductors of the *EAGLE* felt assured that it would be many years before the *EAGLE*'s business would again outgrow the facilities with which it had been provided. At this time the paper was enlarged by the addition of one column to the width of the page and lengthening all the columns, increasing the size of the paper by several columns. This was on April 22, 1867.

Yet barely four years had elapsed when it was found that the business had increased so much that it was necessary to add another eight-cylinder press, which was done in October, 1872, doubling the capacity and bringing it up to 40,000 copies an hour. In the train of the new press followed the stereotyping room, the type forms having been formerly placed directly on the presses without stereotyping. These additions to the machinery necessitated increased power, and two new boilers and engines were put

in—an outlay for these improvements of one hundred and fifty thousand dollars. These were the first improvements introduced by the newly-formed *EAGLE* Corporation, which shortly after came under the presidency of Colonel William Hester. The changes made under this management from that time to the present have been almost revolutionary in character and extent.

A NEW ESTABLISHMENT.

Ten years only were these presses able to meet the demands. By that time other additions had to be made. These were so extensive that it was virtually a new establishment with which the *EAGLE* was equipped in 1882-3. To begin with, what was practically a new building was erected on property already owned by the *EAGLE*, considerably increased by further purchases. The property adjoining it on



MAIN HALLWAY.

the west, which time out of mind had been known as the American Hotel property, was purchased. This gave to the EAGLE a ground space measuring one hundred and fifteen feet on Fulton street, one hundred and six on Doughty street, and one hundred and twenty-eight on Elizabeth street; making a superficial area of twelve thousand, one hundred and fifty-five square feet. This embraced a larger area of land than was held under any other one management on Fulton street. The annexed property had been used for a time "beyond which the memory of man runneth not to the contrary," for hotel purposes, and was celebrated in its day. The stages which ran to all parts of Long Island, before they were supplanted by the railroads, made this hotel their point of departure and arrival, and there are many still living who can remember the bustling activity of those days, when stage after stage arrived and deposited its load brought in from the Island—passengers whose destination often was the greater city across the river. Within the memory of those who still consider themselves young, there was a rusty, rickety and entirely disreputable stage—the last of its class—which used to rumble up to the hotel door promptly at noon with one or more passengers from the country lying between the city line and the sea. But even this venerable link between the travel of to-day and that of yesterday gave up the ghost when confronted with the competition of the new railroads to Coney Island. The sheds and stables where the horses were baited and where the farmer bringing his produce to market, housed his team, were still standing when the property came into possession of the EAGLE.

The new building erected on this site covered a space measuring sixty-five feet eight inches by forty-six feet. It was of brick, three stories high. Beauty of design and architectural effect were sacrificed to the more important considerations of light, air, convenience and security. The accommodations were perfectly adapted to the purposes of the structure, and the building was made absolutely fire-proof. The brick walls from the foundation were made thick and massive, and so strong as to admit of the erection on them of additional stories, in case the future needs of the establishment should require additional room. What seemed to some an extravagantly costly precaution against fire was taken in the construction of this building throughout.

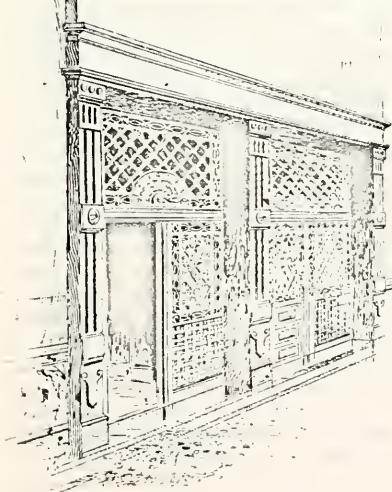
But it was considered worth all it cost to be relieved from the alarm and anxiety of hearing the clangor of the fire bells and to insure to the public the uninterrupted publication of their favorite paper. The upper floor, with plenty of light and air, so necessary for the printer's work, were devoted to the newspaper composing room and the stereotyping rooms. In this floor, as well as throughout the building, only iron and stone were used in the construction, and no wood was used, even in the frames to hold the cases of type. On the floor below the job printing office was accommodated, and on the ground floor were placed the press rooms and delivery rooms. In the basement were the engine room, the store room for paper, and the massive foundations of the presses.

THE PERFECTING PRESSES.

At this time, also, the press facilities of the paper were increased by the addition of two Hoe perfecting presses, with folding attachment. Each of these had a capacity of 24,000 copies an hour, and printed the paper on both sides, delivering the copies folded. The work of the perfecting presses was so distinctly different from the former methods, that a description



CHANDELIER IN MAIN HALLWAY.



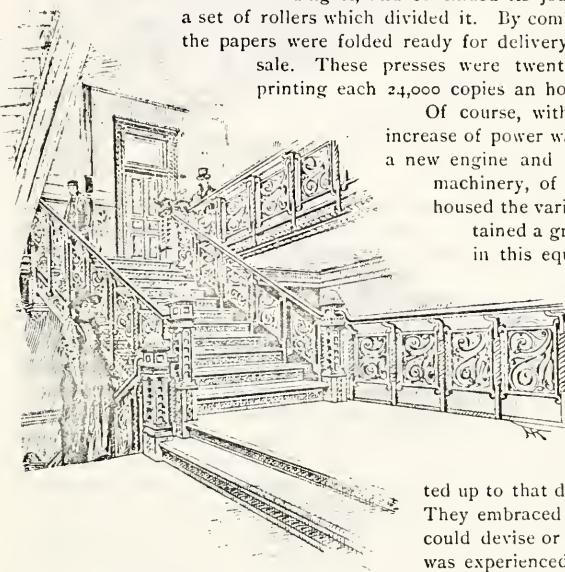
THE ELEVATORS.

of their operation is appropriate here. The paper was manufactured in rolls, or continuous webs, one of them turning out a strip of paper four and a half miles long and of suitable width. This was delivered wound on a wooden roller, and was wet (a necessary step in the printing of a newspaper) by being passed under a spray as it was passed from one roller to another. Then it was placed on the press, and was drawn between two cylinders, on one of which were the plates of the newspaper pages, at the rate of about ten miles an hour. This impressed the pages of one side of the newspaper on the paper roll; and a second pair of cylinders, set just beyond the first, gave the impression of the pages of the other side of the newspaper, completing the operation of printing both sides of the sheet in one passing through the press. It was this "perfecting" of the copies that gave to the press its name. (The former method had been to print one side of the sheet, and then by another printing to finish the other side.)

After passing the cylinders, the web was carried between a pair of cylinders which perforated the paper without dividing it, and continued its journey over endless tapes until it reached a set of rollers which divided it. By combining with the press a folding machine, the papers were folded ready for delivery to the news boys, to be taken out for sale. These presses were twenty-four feet long, and were capable of printing each 24,000 copies an hour.

Of course, with all this increase in machinery, another increase of power was necessary, and there naturally followed a new engine and a new boiler, capable of moving all the machinery, of which the several buildings which now housed the various branches of the *EAGLE*'s business contained a great quantity. The expenditure involved in this equipment of the establishment was about

\$150,000, and it was supposed at the time that this enlargement, both of room and facilities, would satisfy all the requirements that were likely to arise in all the future history of the paper. But it was not long before a third perfecting press was needed, purchased, and put into operation to its full capacity. These presses repre-

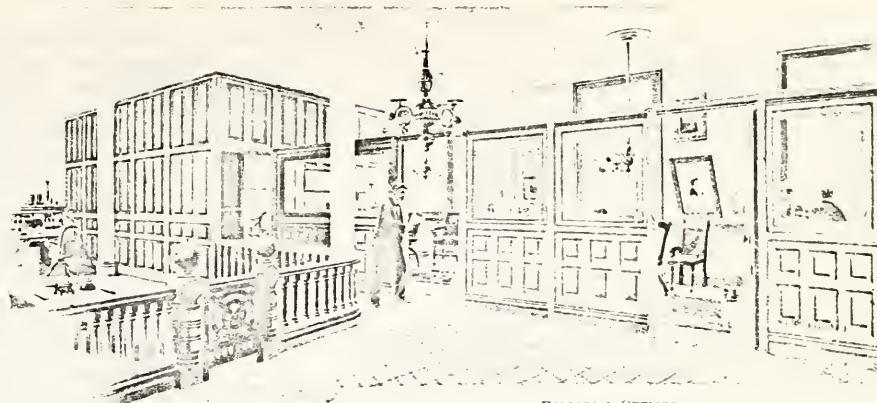


STAIRWAY, SECOND FLIGHT.

dition, established January, 1877, had met with an instant success. It soon rivaled, in the excellence and variety of its matter and in the large circle of readers to which it was cheerfully admitted, its metropolitan competitors. To its improvement the energies of the entire establishment were successfully directed. A striking change was the adoption of the eight-page quarto form. Upon this innovation the only drawback was the vexatious double fold across several pages, inseparable from the original construction of the machinery, adapted as it was to a different page. The management was not insensible to the complaints that were freely made regarding this fold, and there being no other way to effect its removal, in order to supply the readers with the very latest form of paper and at the same time meet the demand of a constantly and rapidly growing circulation, the *EAGLE* contracted with Messrs. Hoe & Co. for three presses of the most improved type, and their construction was immediately begun. Originally it was the intention to have them placed in the new *EAGLE* building—the necessity for which had already been demonstrated, even at so short a remove from the last complete fitting out!—but it was found desirable to have two of them erected in the quarters the *EAGLE* was then occupying on Fulton street, and an addition to the fire proof building was necessary to make room for them.

These latest additions were mechanical wonders. What the Stradivarius violin is among musical instruments these remarkable machines are among printing presses. Great as was the capacity of the machines they displaced, they more than doubled it. They print and deliver, cut and folded in the same manner as the morning papers, 4, 6, 8, 10, and 12-page newspapers at the rate of 24,000 an hour and 24-page papers at the rate of 12,000 an hour. They print 72,000 single leaf supplements an hour, and will insert and paste all the sheets, so that they will have a solid back and be arranged like the leaves of a pamphlet. The margins can be largely increased by speeding these presses above their rated capacity.

ted up to that date the summit of the press-builders' skill. They embraced in detail every appliance that ingenuity could devise or liberal expenditure obtain. No difficulty was experienced with their work until the *SUNDAY EAGLE* was changed in form from a folio to a quarto. The Sunday



EDITORIAL OFFICES.

It is doubtful if a more wonderful combination of ingenuity and mechanical science was ever produced than these presses.

Like all perfecting presses they print from stereotype plates, but they are double and will take a double equipment of such plates. There is room on their cylinders for twenty-four plates, thus placing the capacity at six 4-page, three 8-page, two 12-page or one 24-page papers, with their corresponding subdivisions, at each revolution of the presses. On the perfecting presses which preceded these, the stereotype plates were made to run with the columns of the newspaper page longitudinally across the cylinders. In the new presses the plates are made with the columns wrapped about the side of the cylinder, or at right angles with the axis of the cylinder, making it possible to increase or diminish the number of columns at will. The old papers were printed from end to end; now they are printed from head to foot. The folder, which occupies the side of the press, is a compact piece of mechanism. It takes up and cares for all the mass of printed papers which are poured on it, and folds and counts them in lots for the newsdealers, the newsboys or the mailing clerks.

Nothing could be more wonderful than the process of printing on these mammoth machines. On the wetting machines the contents of two spools of paper of the size that come from the mills are rolled on one shaft to be used on the presses, thereby avoiding the delay in putting fresh rolls in position. The main roll on each of the three presses contains from eight to ten miles of paper. On the side are rolls one-half the width for a 12-page paper, or one-fourth the width for a 16-page paper, which sheet is an inset to the 8-page. A full sheet of 16 pages can be printed and insets up to 20 and 24 pages, if desired. After leaving the wetting machines the rolls, instead of being hoisted in a crane to the top of the press, as was done in the former perfecting machines, are placed in bearings at the base, the heavy rolls being handled easily by one man, so perfect is the mechanism and its adjustment to its work. Before the signal to start is given the pressman regulates the width of the margin with a small hand screw wheel. There is also an automatic safety brake, though it is seldom used, as the press is supplied with an automatic feed and a paper regulator, which permits the delivery to run only at the exact speed required. The impression on the paper is made as in the other perfecting presses, with some important modifications of adjustment, of great value but technical in their character. The new presses have many improvements in their working parts which only machinists and pressmen would appreciate, but which add enormously to their value. In the new building all the shafting and belting for running the presses are ingeniously laid under the floor, where they are out of the way and out of sight; but when it is necessary to oil, repair or change them they are more easily accessible than if they were overhead.

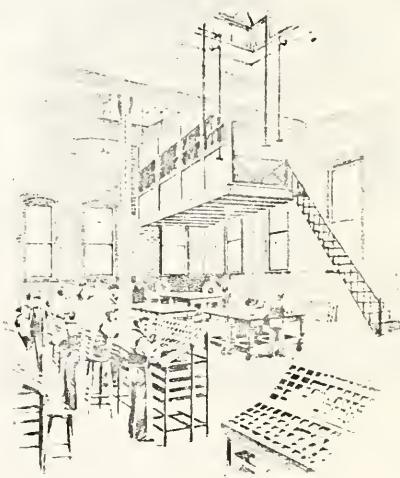
Considering their capacity, and compared with the other presses used by the EAGLE, the new presses are remarkably compact, and much the simpler of the two. In the old presses there are over a hundred tapes, while the new ones have only twenty-three. This reduces decidedly the possibilities of trouble in working, for the breaking of a tape means the stoppage of the machine. Every part of the new machines is lighted with electric lights. Equipped with these newest triumphs of the press builder's genius, the EAGLE's printing facilities are not surpassed in any press-rooms in the world. Coincidently with the occupation of the new building and the utilization of the varied possibilities of the new presses, the EAGLE makes its final change of form; and henceforth appears daily in the convenient quarto form: which has hitherto been familiar and popular with the public in the Sunday edition.

THE NEW "EAGLE" BUILDING.

It has been necessary, in describing the presses which were ordered for the new **EAGLE** building, to anticipate the chronological order a little—just as the presses themselves were called into requisition before the former quarters were vacated. That the **EAGLE** should need a new building only ten years after the erection of one that was adapted to its requirements, present and prospective, or could be made so by enlargements which were provided for in its construction, might seem strange. And strictly speaking it did not require a new building. To be sure, the effect of the Bridge on lower Fulton street had been such as to raise the question whether an office into which thousands of people must go every week for the transaction of business might not better be located nearer the line of travel; but the business of a well-established newspaper depends less on the location of its office than on other considerations, and the customers of the **EAGLE** would come to its office wherever it might be. The establishment of branch offices in different sections of the city for the convenience of the public also made the location of the main office of less importance than it otherwise would have been. In the improvement of Fulton street in the vicinity of the City Hall consequent on the approach of the bridge entrance to that point, the **EAGLE** was willing to do its share. It had prospered with the city's growth and its owners felt that they ought to do something to add to the beauty of the city. The management, therefore, decided to erect for the accommodation of the **EAGLE** a building which should be second to none in architectural beauty and in appointments, and selected for that purpose property on Washington street, at the corner of Johnson, opposite the new Post Office. The site selected is an historic one. For fifty years, previous to 1868, it was occupied by St. John's Episcopal Church, the first rector of which, the Rev. Evan M. Johnson, was an active and public spirited citizen of Brooklyn, interested in all its public improvements—its City Hall, its parks, its ferries, its streets. It was owing to his unaided exertions, against heavy opposition, that Myrtle avenue was opened, giving access to the growing Eastern District. The property was sold in 1868 for \$60,000, and in 1871 the Brooklyn Theatre was opened on this spot. The location of this site adapted it admirably to the purposes of a newspaper office. It is within a stone's throw of the City Hall, the Municipal Building, the Court House, and all the public city buildings, and therefore near to all the official headquarters; it is across the way from the new Post Office, which brings many thousands daily to its very doors; and it is at the opening of what will be the great thoroughfare to the bridge. All the street car lines approaching the bridge and the ferry pass its doors, and the elevated railroad passengers can easily transact their business with the paper and reach the bridge by a very short walk.

On this convenient and accessible site the **EAGLE** has erected a building in the designing and construction of which a *carte blanche* has been given to make it as perfect for newspaper and office purposes as possible. No expenditure has been spared to secure this result, and nothing tending to the result has been sacrificed to any other consideration. The building is nine stories high, exclusive of the basement. It rises 129 feet from the ground on Washington street, and more than that on Johnson. It has a frontage of 68 feet on Washington street and 106 feet on Johnson. The extension of the basement under the sidewalks adds to the dimensions of this floor 15 feet by 174, affording with the rest sufficient accommodations for four Hoe quadruple perfecting presses, with the boilers, engines, hydraulic pumps, electric-light plant, etc.

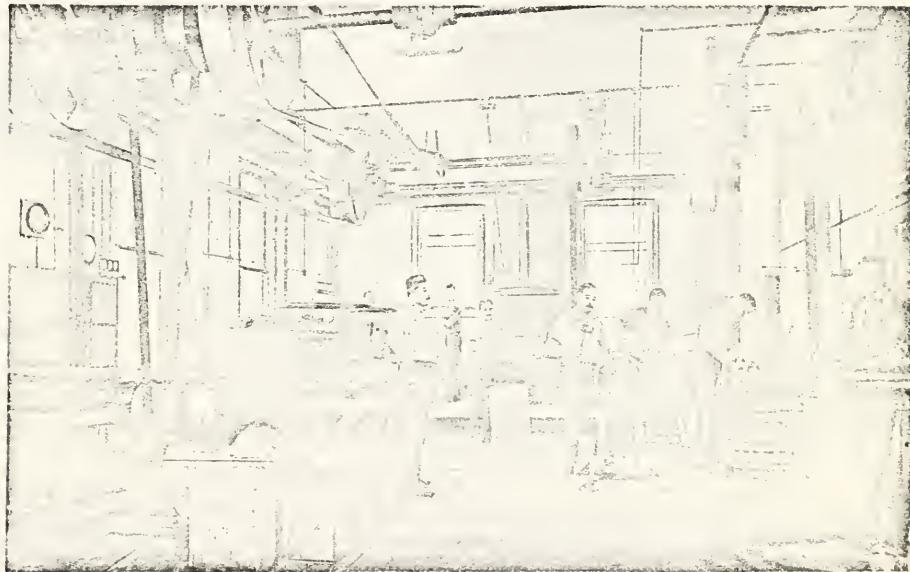
The architecture of the building is in the renaissance style, and the material is a tasteful combination of Jonesborough granite, Longmeadow freestone—a most durable material, far superior to the ordinary brown stone—Perth Amboy front brick, and trimmings of terra cotta. The main entrance on Washington street is properly made a commanding feature of the building, and it is treated with effective boldness. Over the semi-circular entrance arch, nine feet in width, is an entablature supported by heavy cantilevers. Above that rises a composite order surmounted by an entablature supported by columns and topped with two pillars, each bearing a large bronze eagle. The entrance front rises past the second story to a height of 45 feet, and has a total



A CORNER OF THE COMPOSING ROOM

width of 21 feet, contributing by its size as well as its design to the importance and boldness of the effect. This entrance gives access to the upper stories. The entrance to the EAGLE business office at the corner is a feature of the architecture. On the face of a truncated corner, it takes a circular form, embracing the first two stories, above which the front is cut squarely across the corner. This entrance is flanked by columns supporting an entablature with an open pediment on which rests a sphere representing the earth, inscribed with the dates, and a huge bronze eagle, measuring ten feet from tip to tip. In designing the general exterior the first two stories are treated as one section, and the third story as another, with a heavy projecting cornice over each. The stories from the fourth to the seventh are treated together, embraced between long, heavy pilasters. The eighth story is treated like an attic story, between heavy cornices, and the whole design is surmounted by a heavy ornamental balustrading of copper. Consistently with the commercial purposes of the building, semi-circular openings and various other decorative ornamental features are purposely discarded.

Within, the building is in style and finish of offices, halls, corridors, stairways and lavatories surpassed by no modern building in the world. The halls and corridors are wainscoted with rich-colored marble, and are tiled with rich mosaics of foreign marbles, promiscuous in coloring and very rich in effect. The lavatories are paved with colored champagne marble, a very beautiful and durable material. No common white and perishable marble is used anywhere in the building. The stairways are of iron, with marble treads, and are protected by heavy handrails of bronzed iron. All the halls and corridors are pleasingly decorated in attractive tints. This building is more thoroughly fire-proof than it has been



STEREOTYPING ROOM.

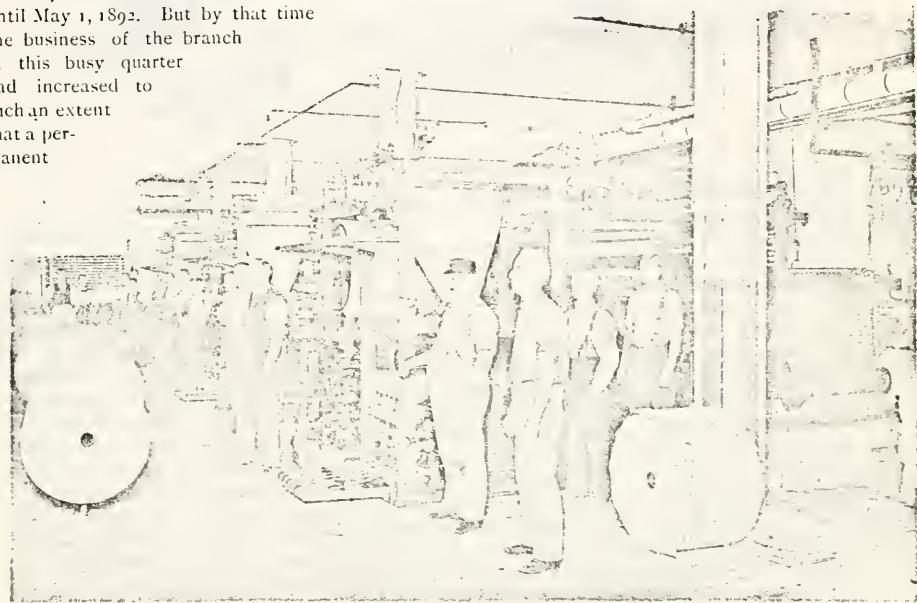
possible to make such structures until recently. Improved methods of thoroughly insulating structural iron have resulted in the retention of its supporting strength unaffected by the hottest fire. The offices throughout the rented portion of the building are commodious, well-lighted, and are finished with steam heat, gas and electric lights.

The publication office of the EAGLE, on the ground floor, reached by the corner entrance, is perfectly adapted to the purpose, and is very richly ornamented. The floor is of marble mosaic. The ceiling is heavily coffered and richly paneled and decorated. The supporting columns and capitals are of iron treated with metallic effect—plated with aluminum and finished in old brass. The office has a high wainscoting of Numidian marble, and the counter is made of the same material. The counter is partly surmounted by an ornamental framework of bronze and polished brass, enclosing plate glass panels in front of the book-keeper's desk—an open counter of fourteen feet on a half circle facing the door, giving

the public access to the force of advertising clerks. The EAGLE occupies, besides the ground floor for its publication office, the basement for the mechanical work, the fifth and sixth stories for its job printing department, the seventh, with its handsomely fitted editorial rooms, and the eighth and ninth for the newspaper composing rooms. The second, third and fourth stories are available for rented offices.

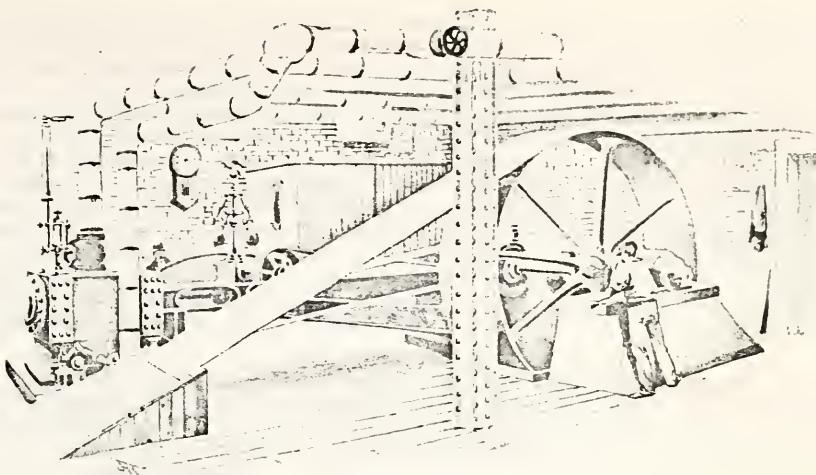
"EAGLE" BRANCH OFFICES.

In a great city like Brooklyn and under the exigencies of the newspaper publishing business of to-day, no single office, however advantageously situated and amply appointed, can fully answer all the purposes of a great daily journal. The EAGLE discovered this fact some time ago, and in 1885 it established its first branch office at 44 Broadway. This covers the territory known as the Eastern District. The office is located on the great business thoroughfare of that section of the city, within a block of the Eastern District ferries. Mr. George Wood has been in charge of the office since it started. Scarcely less useful and essential is the office at 1248 Bedford avenue, supplying the needs of the densely settled newer town. This office was established in 1887, at 1227 Bedford avenue, where it remained until May 1, 1892. But by that time the business of the branch in this busy quarter had increased to such an extent that a permanent



NEWSPAPER PRESS ROOM.

and adequate location became necessary, and the present larger quarters were purchased by the EAGLE. The building has been practically rebuilt for newspaper office purposes, and is complete in every particular. Edward J. Hencsey is the manager. The branch at 435 Fifth avenue serves the convenience of the constituency of South Brooklyn, and was established in May, 1887. It is located near Ninth street, the centre of an active business community. Mr. W. G. Eggleton is in charge of it. The Twenty-sixth Ward Branch is located on Atlantic, near East New York avenue. It was started in March, 1889, and supplies the growing section which was formerly the town of New Lots. It is a handsome office. William McGann is in charge. An office was opened March 1, 1892, at No. 150 Greenpoint avenue, and is known as the Greenpoint Branch. It is in the centre of a large population, and is so far from the main office that the EAGLE's patrons readily appreciate the convenience offered. It is in charge of Mr. Charles Newman. The New Utrecht Branch is located at Bath Beach, directly opposite the railway station, and is intended to meet the needs of the EAGLE patrons in the rapidly growing suburban district along the South Shore. Edgar Mels is in charge of the news and John Emerich of the business department. A headquarters for Long Island business was recently established at Jamaica. The EAGLE Branch is near the railway station, and can be seen from all the trains. Mr. Quincy B. Street has charge of the office and is at the head of the EAGLE's Long Island News Bureau. From this point bundles of papers are sent out daily to all the news agents on the Island.



THE GREAT ENGINE.

At No. 610 Fourteenth street, Washington, D. C., the EAGLE has its Washington Bureau, which is kept open for the convenience of Brooklynites at the National Capital, and is the headquarters of the EAGLE correspondents. Files of the EAGLE and the other Brooklyn and New York papers are kept on hand, and a registry book where EAGLE friends can sign their names. This Bureau has been of great service to Brooklyn people, especially those desiring information concerning the city, its public buildings, etc. Mr. A. B. Atkins looks after the EAGLE's interests in Washington.

It has been the purpose of the EAGLE in establishing these branches to make them serve in all particulars the requirements of the main office. Papers are sold, back copies always on hand; files of the EAGLE running back for several years are kept; advertisements are taken, and orders for job printing are received. News items left at the branch offices are promptly transmitted to the EAGLE editorial rooms, and there is telephonic communication with all the offices. The branches in every case are managed by the EAGLE employees, and no other business is conducted in connection with them.

The Branch Offices facilitate the home delivery of papers. To reach out-of-town points the EAGLE has its own special methods of delivery. Swift horses carry the EAGLE wagons to central points of delivery in New York and Brooklyn, and bundles of papers are expressed on all railroads leaving the two cities. On the Long Island and Coney Island trains special messengers are sent to supply papers to the dealers along the routes. The EAGLE has always made it a point to follow Brooklyn people wherever they went. In the principal cities in Europe the paper is on file in the leading hotels and banking houses. In this country it can be found in the reading rooms of all the leading summer and winter hotels, and in many of them it can be purchased at the news stands. The delivery system is in charge of a competent corps of men whose work is directed by Patrick Dobbins, for more than twenty years an employee of the EAGLE.

THE JOB PRINTING DEPARTMENT.

The Job Printing Department of the EAGLE is an' extensive adjunct to the paper. It is one of the best offices, in point of facilities, for the execution of work in the highest style of the printer's art, to be found in the United States. For all kinds of book, job and poster printing, lithographing, engraving and electrotyping and the manufacture of blank books, this department has long merited and received a generous share of public patronage. All the machinery and implements of every description are of the newest pattern and design, and the work done is of the highest order. The EAGLE Almanac is itself a fair specimen of the printing executed by this department. It is the largest job printing office in the city, and prides itself that there is no establishment, either local or remote, which can turn out better work. It has ample quarters in the new building, of which it occupies the fifth and sixth floors. Already well equipped in its former quarters, on the removal of this department to the new building all the machinery, presses, etc., which were in the least degree behind the latest improvements, were discarded and replaced by the most recent improved machinery in the market. Fifteen presses are kept constantly busy with the output of the office. The theatrical printing for the Brooklyn theatres is done here,

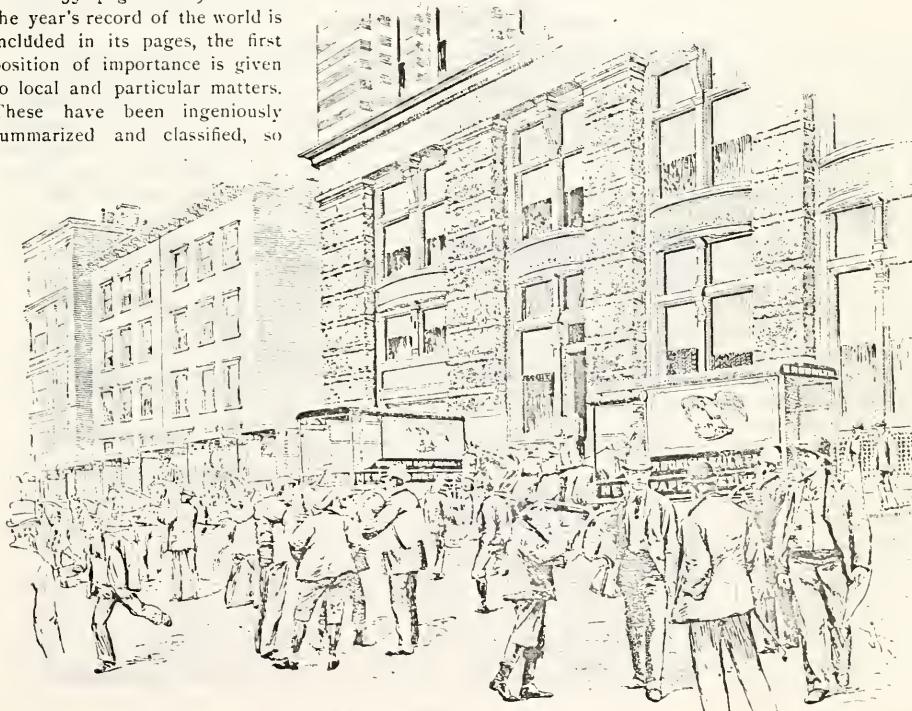
and the theatrical printing of the office goes to every part of the United States and even to foreign countries. Before the new ballot law went into effect, this office printed all the local ballots, which were delivered already folded and bunched, to the extent, for some elections, of twenty-five millions in ten days.

The Job Printing Department is under the superintendence of MR. ROBERT F. CLARK, who has been connected with the office for twenty-four years, and during the past fifteen years has been its Superintendent. Mr. Clark learned the printing trade in Hudson, N. Y., where he was born, and was an apprentice in the office of the *Daily Star* of that place. He came to New York in 1865, and entered the office of Baker & Godwin, a well-known printing house of that day, established in the old *Tribune* building, and after three years of service there he came to the *EAGLE* as a job compositor. He soon reached the position of foreman of the composing room, and was thereafter promoted successively to be assistant superintendent and superintendent of the whole job printing department. The assistant superintendent, George Windram, has been with the *EAGLE* twenty-one years. John H. King, foreman in the job, book and poster departments, has served sixteen years; Thomas J. Culshaw, proof-reader, twenty years; Bernard Kerrigan, twenty years, and A. Redmayne, sixteen years.

THE "EAGLE ALMANAC."

The *EAGLE* has just issued the seventh volume of its annual almanac. This publication was started in 1886, in response to a demand for a compilation of the kind which should give in detail Brooklyn statistics and general information, such as was obtainable nowhere else. The demand was so great and it was met so fully, that the *EAGLE* Almanac is now an established institution, and its annual publication supplies a want never supplied before.

In the seven volumes now issued the promises made in the beginning have been more than fulfilled. It has been welcomed by a public that had no compendium of correct and detailed information about Brooklyn and its many hundred social, religious, charitable and financial institutions; its public schools, hospitals, societies, clubs, and all the varied interests of a great city. This field the *EAGLE* Almanac has covered in a manner to win praise from all. As a local reference book it is without a competitor. The fullness of its information has not only kept pace with the increase of statistical information, but new features of value have been added, until it has grown from an almanac of 242 pages in 1886 to 352 pages in 1892. While the year's record of the world is included in its pages, the first position of importance is given to local and particular matters. These have been ingeniously summarized and classified, so



DELIVERY OF PAPERS ON JOHNSON STREET SIDE

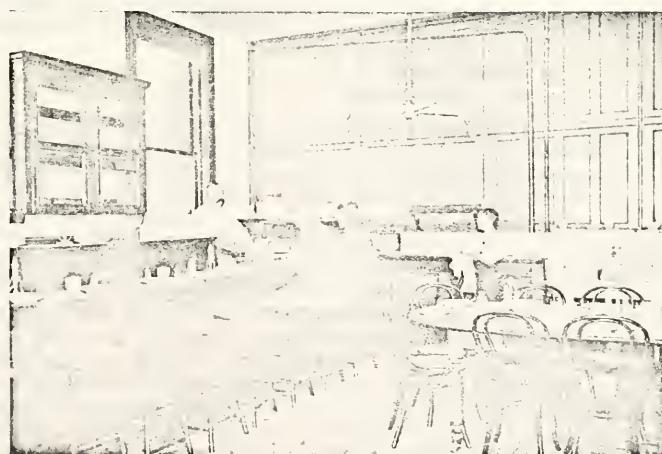
that for actual use in reference it is believed that the *EAGLE* Almanac has no superior, and, indeed, no imitator. To do this for a city that has grown from a population of 20,000 in 1834 to 955,000 in 1892; which has added and is still adding to its wealth, its trade, its social, religious, charitable, and other activities in even greater ratio, and which, thus liberally endowed, and reinforced, is about to absorb the rest of the County and is marching down Long Island—to do this, and at the same time summarize the many and far-reaching details of the life, only less stirring than that of the city's, of the insular end of the State—is a formidable undertaking. How it has been accomplished is a matter of satisfactory history.

The pages of the Almanac contain many features which are, in themselves, valuable contributions to statistical history. For example, the importance of an accurate knowledge of the system of government in Brooklyn—an importance which has been recognized in a law providing for instruction on this subject in the public schools—has led to the insertion in the Almanac of a compendium of the City and County government. This is compiled from material not generally accessible without considerable trouble and is presented in a form so condensed and yet so clear that a very little study will give the reader a thorough understanding of the local government under which he lives. In view of the importance and variety of the matter included in it it has been embodied in a surprisingly small space. After careful preparation it was revised and approved by the Corporation Counsel, so that its fullness and accuracy may be confidently accepted. Succeeding this compendium, and pertinent to it, is information as to the organization of parties, the holding of primary and nominating conventions, the making of tickets, and other matters political. The Almanac provided this department in the first instance mainly for the use of its constituents and the public. At the same time it is doubtful if a better or more useful text-book for the civil government course in schools could be furnished. What has thus been said of a single new feature goes far to tell the story and test the quality of the contents of the *EAGLE* Almanac. Its compendious exhibit of the results of the recent census—not available except by-and-by in prolix and bulky Federal reports; its political statistics; its Long Island statistics—more complete and voluminous than, a few years ago, could be found in many libraries; these and many other topics are covered with all the skill and care that would be expended on the preparation of a cyclopædia—and that is what the *EAGLE* Almanac is, a cyclopædia of information useful and necessary to every citizen of Brooklyn. The annual summary of local events alone gives it the value of a permanent library reference book.

THE MAKERS OF THE "EAGLE."

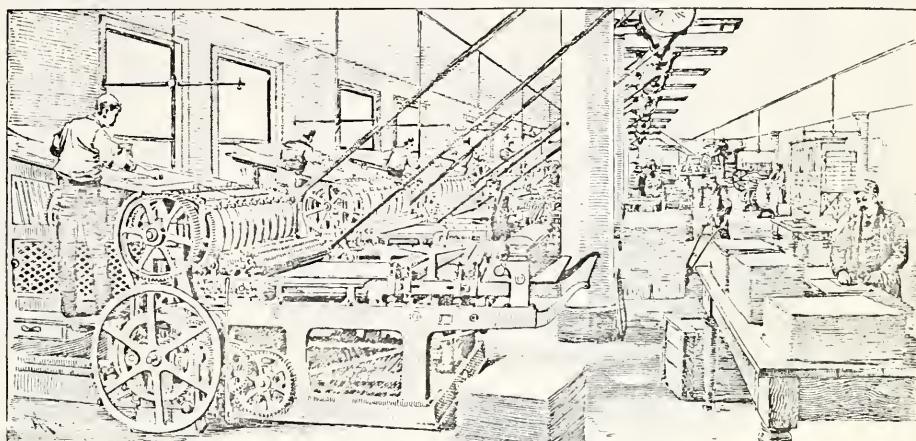
The individuality of a newspaper is something distinct from the personality of the men that make it day by day, and in a sense is independent of it. A newspaper has its traditions, its customs, its inherent qualities, which do not disappear with time and change; and under the fostering care of managers in sympathy with its traditions a journal with a history becomes fixed in its peculiar characteristics. But the personality of those who direct the course of such a paper and manage its departments derives an interest from that very fact.

The personnel of the *EAGLE* staff may be said to be the outcome of the application of the principle of "the survival of the fittest." Promotion from the lower ranks has been the rule, and as the promoted have stood the test of advancement, they have either been retained in their positions or advanced to higher ones. Capriciousness has had no place in the *EAGLE* office. Slow the authorities may have been to take men on, but it was because when once on the staff they were there for life, unless they discharged themselves. Colonel Wm. Hester, the president of the *EAGLE* Corporation, and Isaac Van Anden before



THE EAGLE'S RESTAURANT.

him, both have been fortunate in the selection of writers so able and of assistants so competent and faithful that gray-haired men now manage the departments they entered as boys. The hundreds on the pay-rolls of the paper are members of one great family of willing workers. This security of position is one of the peculiarities of the paper, and it is very doubtful whether any other journal in this country has so large a proportion of long-service employees. The sentiment that the "gray hair of the servant is the honor of the master" finds full expression here. He who has served any length of



THE BOOK AND JOB DEPARTMENT PRESS ROOM.

time on the **EAGLE** rarely is induced to leave, even by proffers of greater remuneration. Why, only those on the paper can understand. Hence it is that in the **EAGLE** establishment men who have worked only ten years are considered quite youthful in their periods of service.

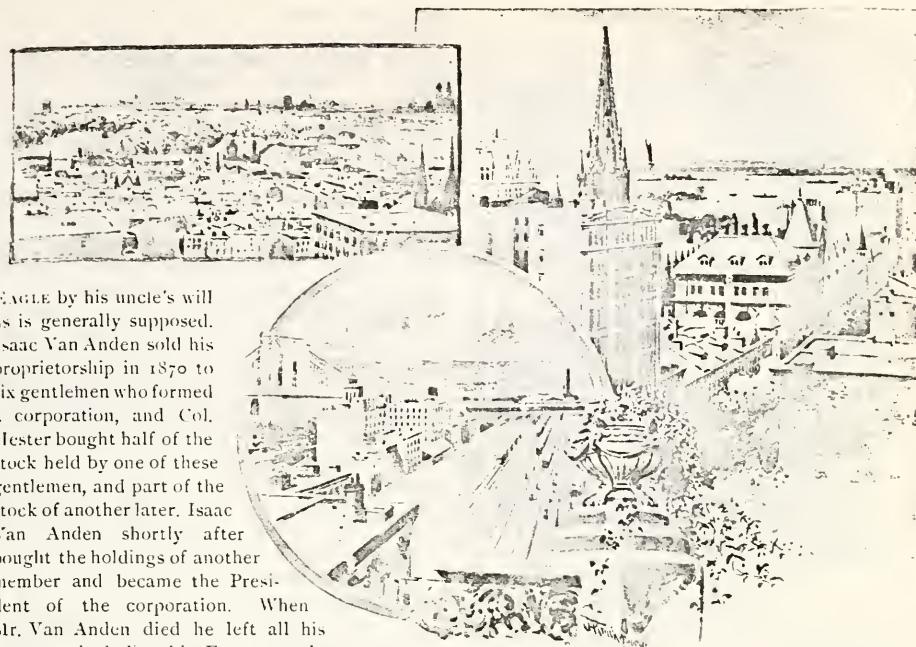
It is customary to associate with the success of a great newspaper a few of the names that always appear on the surface, but, as a matter of fact, some of the hidden forces which are constantly at work are essential to prosperity. Newspaper history is generally furnished by writers who have no knowledge of the subject beyond the editorial rooms. The business department with all its details; the massive machinery and its management, are unknown to them, and that which is most necessary to success is ignored. Those who have hitherto written of the **EAGLE** have emphasized especially the services of those who merely prepare the written contents of the paper, and have credited exclusively to them the building up of an establishment that had been made a success long before their time, and would have remained so had they never been added to its force.

WILLIAM HESTER,

President of the Eagle Corporation.

The career of Colonel William Hester on the **EAGLE** has been a typical illustration of **EAGLE** methods and traditions. Colonel Hester has been for many years the President of the **EAGLE** Association and its chief business manager. He came to the paper as the nephew and protégé of its publisher and proprietor. And yet his present position has been the result, not of favoritism, but of steady promotion under the system established by Isaac Van Anden, which placed every man on his merits and awarded preferment to those who earned it, without reference to other considerations.

Colonel Hester was born in Poughkeepsie, N. Y. His father was Samuel Wood Hester and his mother a sister of the late Isaac Van Anden. After an education in the Poughkeepsie schools and the Rhinebeck Academy, at the age of seventeen he came to Brooklyn and placed himself for business training under the charge of his uncle, Mr. Van Anden. Partly that he might learn the business in all its details, and largely that, like his uncle before him, he might work his way up from the bottom of the ladder, Mr. Hester was set to work among the apprentices, where he remained until he had qualified himself to set type, and then he took his "case" beside others who, like him, afterwards worked their way up in the establishment. Colonel Hester still has the time-books in which his weekly account was kept in these days, which he values not only for its associations but for its excellent showing of his industry, for his weekly output of "ems" shows up very near the head of the list. Col. Hester did not inherit his stock in the



BROOKLYN FROM THE TOP OF THE EAGLE BUILDING.

EAGLE by his uncle's will as is generally supposed. Isaac Van Anden sold his proprietorship in 1870 to six gentlemen who formed a corporation, and Col. Hester bought half of the stock held by one of these gentlemen, and part of the stock of another later. Isaac Van Anden shortly after bought the holdings of another member and became the President of the corporation. When Mr. Van Anden died he left all his property, including his EAGLE stock, to his brothers and sisters. Mr. Hester was installed as a clerk in the

counting-room, from which he passed to the keeping of the books and by various stages to the head of the business department. Here he represented Mr. Van Anden in all the details of the business management, and continued in virtual charge of all executive matters during the entire period of Mr. Van Anden's control of the paper, well equipped by experience to render his uncle valuable assistance in the conduct of the business and the building up of the paper. When Mr. Van Anden sold his property to the newly-formed EAGLE Association in 1870, and became President of the new corporation, it was in the natural order of things that the experience and knowledge of Colonel Hester as to all the intricate business affairs of the paper should be retained, and he was made Publisher. On the death of Mr. Van Anden, in 1875, Mr. Hester succeeded to the Presidency of the corporation, in which he was a large stockholder. Thus it was that a member of Isaac Van Anden's immediate family took place in the ranks, in the lowest position, and worked his way through merit to the head of the establishment. The larger growth of the paper during the last seventeen years and the vast improvements in its mechanical facilities—including the erection of two complete newspaper buildings, one lately vacated on Fulton street and the new one now occupied on Washington street—as well as the extensive system for the distribution of the paper, and the establishment of many branch offices, have all taken place under the management of Colonel Hester. The management of the paper during this period has involved the frequent successive adaptation of the printing facilities to the rapid growth of the paper, all involving foresight, enterprise, and the careful introduction of new facilities without disturbing the regular operation meanwhile of the existing establishment for the production of the daily paper. Colonel Hester has the satisfaction of knowing that the periods of his administration as President of the Association has coincided with the years of the paper's most marked commercial and journalistic success. In his intercourse with his employees every man and every department finds in him one whose counsel and suggestions are always on the side of the general interest, which the journal always considers as the only one to be regarded at all.

Colonel Hester has identified himself with many activities in the city of Brooklyn, outside of his business. He was a member of the old Volunteer Fire Department, and as early as 1854 took a hand at the brakes in the period of the old "piano-box" hand engines, and tugged at the rope when Brooklyn's fire-extinguishing apparatus was pulled over cobble stones and through the mud. He entered the National Guard in 1857, as a member of Company "A," Fourteenth regiment, and served five years as Quartermaster on the staff of Major-Generals Thomas S. Dakin and James Jourdan, commanding the Second Division. While

he has not taken an active part in general politics, he has served his party in more ways than merely by publishing a Democratic newspaper. In 1882 he was selected as the most available candidate to contest the election for Member of Congress with the Hon. Darwin R. James in the Third Congressional District. The object aimed at was to make a Democratic mark on the district by reducing the Republican majority, which up to this time had been 7,000—a preponderance too considerable to hope to overcome with victory, but requiring a candidate who would attract votes to make a creditable contest. Chosen as the candidate on this basis, Colonel Hester justified his selection by reducing the Republican majority to 2,400, thus discharging his duty to his party in a manner entirely satisfactory to the managers and highly gratifying to himself. A tribute paid to him in the columns of the *EAGLE* during this canvass, from the pen of the Hon. Thomas Kinsella, who had worked side by side with him on the paper for thirty years, until both had reached the limit of promotion and stood at the head, each of his respective department, may be cited here as the expression of a comrade of many years: "The writer of this article began life with him at 'the case,' and from an acquaintance of thirty years bears testimony to the fact that he is a considerate employer, a helpful and genial friend, and as honest a man as lives. If he should be elected to Congress, he will represent the Third District intelligently and in a conservative spirit. This much may be relied on: wealth has no attraction and power no blandishment adequate to turn him from supporting what he believes to be right. Of course he did not seek this nomination; it sought him. He is not desirous even of political honors. He has been well content with the faithful performance of all the duties devolving on him as a private citizen. If the voters in the Third District desire to be represented in Congress by an intelligent, upright business man who has no sinister ends to subserve, and who will make a personal sacrifice by accepting a public trust, they might assiduously seek through a long summer day and fail to find a better man than William Hester!"

In 1886, while Colonel Hester was in Europe, Mayor Whitney appointed him a Commissioner of Public Parks, but the necessity of a closer application to business after the vacation of three months, compelled him to decline the honor. He is a member of the Hamilton, Brooklyn, Crescent Athletic, and Riding and Driving Clubs of this city, the Manhattan Club of New York, and the Larchmont and Shelter Island Yacht Clubs, and several minor organizations.

* WILLIAM M. VAN ANDEN.

Until June, 1891, the Secretary and Treasurer of the *EAGLE* Corporation was Mr. William M. Van Anden, a younger nephew of the founder of the *EAGLE*, who was in its service for more than twenty-five years. Mr. Van Anden is the son of the late William Van Anden (a brother of Isaac Van Anden), a pioneer among American inventors, who lived to see his mechanical principles in general use for railroad and other appliances, and whose death in May, 1892, was generally noticed by the press of the country. Mr. Van Anden was born in Poughkeepsie, New York, and received his education in the Dutchess County Academy of Poughkeepsie, under Principal McGeorge, where he had for schoolmates Cornelius Vanderbilt, Samuel Barton, Judge Gildersleeve and other well-known New Yorkers. After further schooling at Stamford, Conn., he turned up at his uncle Isaac's office at the *EAGLE*, with blood in his eye, determined to go to the front as a soldier. "What are you doing here?" asked his uncle. "I am going to help put down the rebellion," said he. But, as he was under age, his uncle put him down on a stool behind the counter instead, and there he remained, helping his uncle and his cousin to make the *EAGLE* the success that to-day astonishes the newspaper world, until, after more than a quarter of a century of close application, his failing health induced him to relinquish his active duties to younger hands.

When Mr. Van Anden first came to the *EAGLE*, it was in the transition stage between the local sheet of the town and the great metropolitan daily of the present. Three or four clerks, including himself and his cousin, William Hester, managed the affairs of the counting-room. His first duties were in the



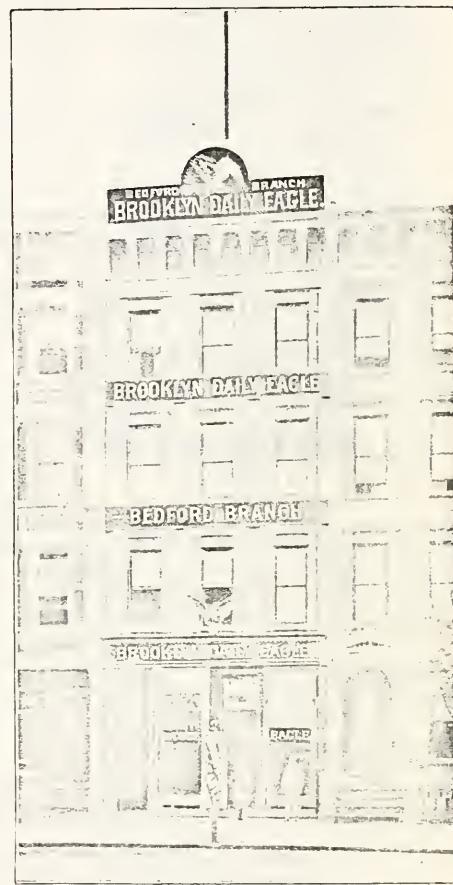
EASTERN DISTRICT BRANCH.

advertising department, the transactions of which brought him into daily contact with the patrons of the paper. He afterwards had in his care the charged advertising, covering the dealings with the regular users of the EAGLE's columns. When Isaac Van Anden disposed of the paper to the members of the EAGLE Corporation, in 1870, and for a time relinquished all his interest in the property, Mr. Wm. M. Van Anden and Mr. Hester purchased for themselves a part of the stock held by members of the new corporation, and when Mr. Van Anden, Senior, bought back into the paper, his nephews were already stockholders. In a short time Mr. William M. Van Anden was made Treasurer and, after the death of Mr. Kinsella, Secretary of the Corporation. During the war, a feature of all newspapers were the daily bulletins, announcing the latest news from the front, and skill in selecting from the editorial proofs the salient points, and rapidity of putting them out on the bulletin board, were particulars in which there was considerable rivalry between the papers. The EAGLE's bulletins fell within Mr. Van Anden's line of work, and he recalls the exciting moments of their preparation with much retrospective interest.

During his active newspaper life, Mr. Van Anden was a hard worker and was at his office early and late. Yet he was able to identify himself with the life of the city in various ways. As a clubman he is a member of the Brooklyn, Crescent Athletic and Riding and Driving Clubs, of Brooklyn; the Great South Bay Yacht Club, the Short Beach Club and the South Side Field Club of Bay Shore. He is a member also of the Brooklyn Art Association and a Life Member of the Y. M. C. A. Among his outside interests are the Long Island Safe Deposit Co. and the American District Telegraph Co., in both of which he is a director. Although not a politician, as the word is used, he has taken an active interest in politics, and represented his ward in 1876 at the Democratic State Convention at Utica, and was a member of the Democratic General Committee. The only public office he ever held was the position of cashier of the Police Department, during the period, in 1870, when Isaac Van Anden was Commissioner (one of the first appointed) and Treasurer. In 1875 he was offered a position on the staff of the Second Division, National Guard, by General Thomas S. Dakin, and in 1880 was invited to accept the position of Commissary of Subsistence on the staff of the 13th Regiment, both of which for personal reasons he declined. The leisure which, although in a measure enforced by the state of his health, is well earned, Mr. Van Anden employs in travel and in the indulgence of his favorite pastime, the riding and driving of good horses. He has been all his life a lover of horses and a familiar figure on the road, where he has exhibited the qualities of more than one fine animal with a record and a reputation. He has disposed of all his interest in the EAGLE.

WILLIAM VAN ANDEN HESTER.

The name of the virtual founder of the EAGLE still appears on the list of the present staff of the paper, in the name of the Secretary of the EAGLE Association, Mr. William Van Anden Hester, grand nephew of the late Isaac Van Anden and son of Colonel William Hester. Mr. Hester is a Brooklynite, born and bred. A resident of Remsen street, identified with the social and club life of the Heights, he is a representative of the younger element of the city and a product of its institutions, educational and social. Mr. Hester received his education in two representative Brooklyn educational establishments—



BEDFORD BRANCH.

at the Juvenile High School and the Polytechnic Institute, supplemented by a course of special study at a business college. His business experience covers a period of twelve years. For two years he was engaged with the coffee house of Thomas T. Barr & Co., in New York, and was then offered a position in the business department of the EAGLE, with which he has been identified for the past ten years, becoming familiar with the various requirements of the business department. He has been for several years a stockholder. In 1891 he became a director and Secretary of the EAGLE Association. Outside of his business interests Mr. Hester has interested himself in club matters and outdoor sports. He is a member of the Hamilton, Crescent Athletic, and Riding and Driving Clubs, and was a member of the Nereid Boat Club before its incorporation with the Crescent. He is especially active as a member of the Riding and Driving Club, the pursuits of which afford its members the most attractive form of rational recreation, and his gray saddle horse is well known in the ring and on the road. Mr. Hester's knowledge of the world is not confined to his native city, for he has traveled extensively in Europe, and knows by comparison the advantages of life in Brooklyn.

HARRY S. KINGSLY.

The Treasurer of the EAGLE Association is Mr. Harry S. Kingsley, who came into this position in June, 1891. Mr. Kingsley is the son of the late William C. Kingsley, to whom Brooklyn is indebted for many important public improvements. A number of the public works of the city were constructed by him, especially the water works, the sewer system and the Wallabout improvement. But his great work was the construction of the Brooklyn Bridge, and the practical knowledge he brought to this work as its general superintendent was of inestimable value in the solution of engineering problems novel in character and of unusual difficulty. Mr. Kingsley's services in connection with the Bridge antedated its actual construction; for it was under his direction that the problem of an East River suspension bridge was put into tangible form, by eminent engineers.

Of such a parentage Mr. Harry S. Kingsley was born in Brooklyn in 1863. He was a student at the Polytechnic Institute until 1881, when he left the Institute to complete his education under a private tutor. This was followed by a four years' residence in Europe, during which Mr. Kingsley saw all that is commonly seen by tourists and followed many untrdden paths besides. During the next few years he returned frequently to Europe, spending on an average about half his time abroad, until he joined the EAGLE staff as Treasurer of the Association in 1891. Since 1884 he has been a trustee of the Association, representing the large interest still held by the estate of his father, who was one of the original members of the corporation formed in 1870 to take the EAGLE property. In 1884 Mr. Kingsley was appointed Aide-de-Camp with the rank of Major on the staff of Major-General E. L. Molineux, commanding the Second Division, N. G. S. N. Y. Mr. Kingsley is a member of the Brooklyn, Hamilton and Crescent Athletic Clubs of Brooklyn, and of the Manhattan and New York Athletic Clubs of New York.

THE EDITORIAL STAFF.

The chief editor of the EAGLE is ST. CLAIR MCKELWAY, A.M., LL.D. Notwithstanding he has seen journalistic service on other papers, Mr. McKelway's first serious newspaper work was done for the EAGLE, and he has spent the greater portion of his professional life in writing for its columns; and when engaged in another field he responded to the call of the EAGLE to return to its service.

His father, the late Alexander Jeffrey McKelway, A. M., M. D., came to this country from his native Glasgow, Scotland, in 1817. His mother was the daughter of the late Patrick Ryan, a china importer of Philadelphia, to which city he came from Dublin. Born in Columbia, Missouri, whither his parents had moved, St. Clair McKelway came East when they returned in 1853. He was educated in private schools and at the New Jersey State Normal School, and at the desire of his parents



The EAGLE Trophy
For Homing Pigeons.



FIFTH AVENUE BRANCH.

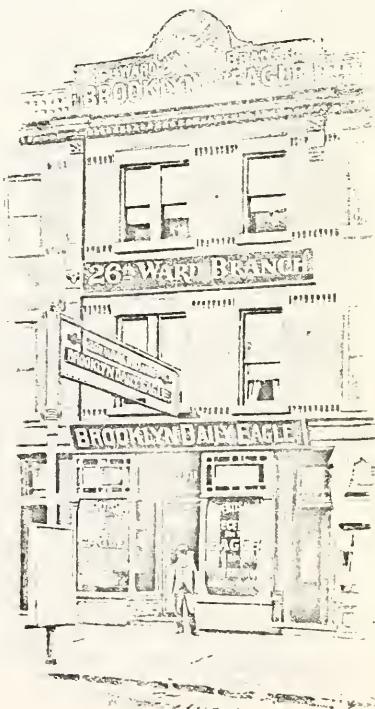
studied law, at first in Trenton and later in New York under Samuel Blatchford, now Justice of the United States Supreme Court, and Clarence A. Seward, and was admitted to the bar in 1866, with the highest honors in a class of fifty-seven members. But his early preference for the career of a journalist had not been modified by his legal studies, and immediately on his admission to the bar he entered regularly on newspaper work, at which he had tried his hand incidentally during his period of study in local writing and correspondence, both as a school-boy, on the Trenton *Gazette*, the Trenton *Monitor* and the New York *Tribune*, and as a law student, on the *EAGLE*. His studies finished, he became correspondent of the New York *World* and the Brooklyn *EAGLE*, and in that capacity soon went to Washington, where he served as correspondent of both papers until 1870, when he was called to Brooklyn to write editorial leaders for the *EAGLE*, exclusively. In 1878 he became the editor of the Albany *Argus*, and filled that position until 1884, when the death of the late Thomas Kinsella caused a vacancy in the editorship of the *EAGLE*, which Mr. McKelway was subsequently invited to fill.

To the duties of this important position, as will be seen from this brief *resume* of his newspaper work, he brought the training of a varied and comprehensive experience. To a basis of legal study he had added practical service as a local reporter, as a correspondent from a State capital, and later as a correspondent from the National Capital with its vast opportunities for becoming informed on National questions and on the inner working of National political affairs, while his years of service on the *EAGLE* had given him an exceptionally full understanding of Brooklyn local interests, personal, political and general. He came to the editorial chair of the *EAGLE*, therefore, with just the kind of training that would have been chosen had one set out to prepare himself for this particular post of duty; and in selecting him for the position, the managers of the *EAGLE* were able to command the services of one familiar with the traditions of the paper and in sympathy with them.

The managing editor of the *EAGLE* is Mr. ROBERT A. BURCH, and it is from the pen of this experienced journalist, whose newspaper life followed an education for the law, that much of the clear, strong editorial writing of the paper proceeds. Mr. Burch was born in Albany, N. Y., but nearly all his life has been passed in Brooklyn. His father, the Rev. Thomas Burch, was a clergyman who was for some years a Methodist Episcopal pastor in this city. He was born in Ireland, but came in early life to Canada, whence he removed while still a young man to this country, where he was a preacher in Maryland, Pennsylvania, New York and other states of the Union, until failing health compelled his retirement. In Brooklyn he was associated with the first church on Sands street.

Mr. Burch studied for the law and was admitted to the bar, at which he practiced for a while; but his leaning towards literary pursuits led him so strongly to the use of his pen that he abandoned his profession for a calling more in conformity with his tastes, which turned him towards newspaper work. At different times during the past thirty years he has been connected with several leading papers of New York and Brooklyn. After doing some writing for the Brooklyn *Star* and the Brooklyn (Weekly) *Standard*, he took a position on the *EAGLE* in 1867, and became its managing editor in 1872, a position which he resigned to accept that of editor-in-chief of the *Union*. In 1874 he transferred his services to the New York *Evening Post*, of which he was the leading editorial writer for several years, and in 1881 he became the managing editor, holding this position until the paper changed hands in 1883. The following year he became managing editor of the *EAGLE*, and has remained at that post ever since.

WILLIAM HERRIES, the assistant managing editor, was born in Glasgow, Scotland, June 9, 1832, and there received a liberal education. In 1852 he turned up in New York, and after about two years travel, mostly in the Southern States, settled down to journalism as the business of his life. An opportunity to his liking was offered by the *Tribune*, for which he labored in



TWENTY-SIXTH WARD BRANCH.



The EAGLE

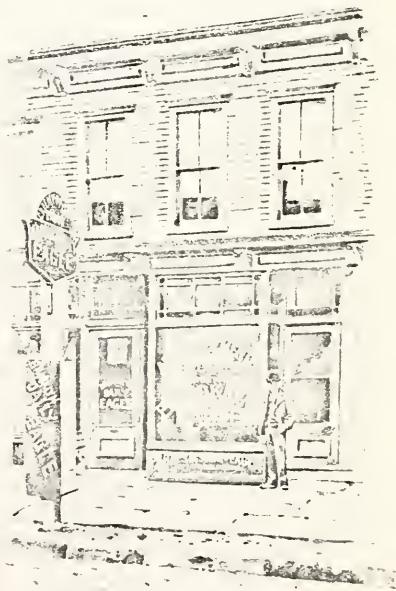
First Rowing Trophy

the capacity of a reporter faithfully and successfully until July, 1863. From then until 1864, he had editorial charge of the *Brooklyn Times*. Invited to be associate editor with Mr. C. D. Brigham of the *Pittsburg Commercial*, Mr. Herries accepted and removed to that city. He retired from the *Commercial*, and with Mr. John W. Pittock established the *Pittsburg Leader*, now one of the influential papers of Western Pennsylvania. The attractions of metropolitan journalism, however, were magnetic, and notwithstanding brightening prospects, Mr. Herries returned to New York, and at once found a sphere for his usefulness in connection with the *New York Times*. While caring for Brooklyn affairs and interests for the *Times* he decided to make this city his home. After his severance from the *Times* he became in 1872 attached to the *EAGLE*, and with but slight intervals has sustained that relationship ever since. He was city editor for several years. For over twelve years the "Questions Answered" department of the Sunday edition has been conducted by him. This has been one of the most widely read and generally interesting department of the paper. It has elicited both questions and answers from men and women of note, especially well informed on particular subjects. Among those who have cheerfully given solicited information have been General Lew Wallace, Wilkie Collins, Dr. John Eric Erickson, physician to Queen Victoria, and many prominent citizens of Brooklyn, including mayors and ex-mayors. Personal sources of information and the vast material to be found in libraries are freely drawn on to answer the questions of the curious. The work of compiling the first *EAGLE* Almanac and giving it form was intrusted to Mr. Herries. The necessity of making it peculiarly local and useful to the people of Brooklyn and Long Island, combined with giving it a character such as to make it interesting to much wider constituency, seemed to be intelligently apprehended by the editor, and the result was most cordial commendation at the hands of leading citizens and newspapers.

The associate editors of the *EAGLE* are Major E. Page, George D. Bayard and, until his death on May 26th last, Thomas McGrath.

Mr. PAGE has been connected with the paper since 1874, and since 1884 he has occupied the editorial desk in his present position, with the exception of one year's absence, during which he was editor of the *Brooklyn Union*. He was born August 12, 1856, at Sharon, N. Y., but has spent most of his life here. He was educated in the public schools of Brooklyn and New York City, and at the Union Academy in Greenwich, N. Y. His first newspaper connection was during his youth, with the *New York Era*, a weekly journal published by his father, Colonel H. C. Page. In 1873 he became a reporter on the *Brooklyn Argus*, and he subsequently worked in a similar capacity for the *New York Herald* and the *Associated Press*. In 1874 he joined the *EAGLE* staff and served as a reporter and correspondent until his promotion in 1884 to the position he now occupies. In the course of his work he has reported the National Conventions of 1880, '84 and '86, and many State Conventions. He takes satisfaction in having written one of the most widely circulated articles ever printed in the *EAGLE*. It was the account of the opening of the Brooklyn Bridge in 1884, and of the paper issued that day 428,000 copies were sold. So many copies were sent to friends of subscribers, to all parts of the world, that the postmaster said the operations of the Post Office were embarrassed for two weeks because of the demand on its facilities for the distribution of the *EAGLE*'s Bridge number.

GEORGE D. BAYARD has been a member of the editorial staff of the *EAGLE* since 1877. He was born at Seneca Falls, N. Y., and received his degree from the College of the City of New York. After graduation he studied law and was for three years in the law office of Schell, Slosson & Hutchins, of New York City. During the official terms of Augustus Schell and Hiram Barney as Collectors of the Port of New York, Mr. Bayard was private secretary to



GREENPOINT BRANCH.

these gentlemen, and his newspaper work began during his term of service at the Custom House, consisting of contributions to the New York, Brooklyn and Boston papers. He has been connected with the New York *Commercial Advertiser* and the New York *Sun*, for which he wrote editorial paragraphs and society verse. In 1877 he came to the EAGLE and has been a member of its editorial staff since that time.

THOMAS F. MCGRATH was a journalist of the "all-around" variety of experience, such as were common in the newspaper work of a generation ago, but of which the journalism of to-day produces few representatives. He was trained as a pressman, compositor and job printer; he edited several county papers and was correspondent for metropolitan dailies; and in his service on the EAGLE he passed through the several grades from reporter to associate editor. Mr. McGrath was born in Ireland in 1855. Coming to this country in 1866, he began his newspaper life as apprentice in the office of the Poughkeepsie *Eagle*, where he learned the mechanical branches of newspaper work. He subsequently began his work as a writer for the press in Amenia, N. Y., where he was local editor of the *Times*. During this period he also acted as correspondent of two Poughkeepsie dailies, wrote for New York publications, and furnished matter to the county representative of the Associated Press. Then for a while he was associate editor of the Dover, N. J., *Mail*, and from there he was summoned to Rhinebeck, N. Y., by ex-Assemblyman W. W. Hegeman, to take charge of his paper there, the *Gazette*. With the exception of a brief interval of service on the Philadelphia *Sentry*, he remained with the *Gazette* until he finally controlled it. Ten years ago he came from Rhinebeck to Brooklyn and joined the EAGLE as a reporter, becoming afterwards its Assistant City Editor and member of the editorial staff.

The dramatic and musical editor is Mr. CHARLES M. SKINNER. Mr. Skinner was born in 1852, in Victor, N. Y., the son and grandson of Universalist clergymen and the grandson of two veterans of the war of 1812. Through both his parents he is the descendant of Puritans, who came to this country from England early in the seventeenth century. His early boyhood was passed in Cambridge, Mass., whither his father removed in 1853, and after the age of sixteen his home was in Hartford, Conn., where he was educated at the celebrated Hartford High School, the principal of which, Mr. Capen, had the reputation of sending Yale College her best prepared undergraduates. Coming to Brooklyn after some experience of the sea and of various clerical callings, Mr. Skinner in 1885 joined the staff of the EAGLE, with which he has since been connected uninterruptedly, serving as reporter, art editor, music editor and dramatic editor.

The EAGLE's book reviews are from the pen of JAMES F. LE BARON, who has occupied the post of literary editor for some years. Mr. Le Baron is a descendant, through his mother, of Roger Williams, the founder of the State of Rhode Island, and on his father's side of Dr. Francis Le Baron, a French Catholic surgeon, who, being shipwrecked and a prisoner in the old French and English war, settled among the Puritans of the Plymouth Colony in 1696. Mr. Le Baron was born in Scituate, R. I., and was educated for the Episcopal Church at Dr. Muhlenberg's school at College Point, L. I., and at Brown University. But, his views changing, he engaged in the Fourierite movement at the North American Phalanx, Monmouth County, N. J., at the time Horace Greeley and Charles A. Dana were interested in it. His connection with the press began on the New York *Tribune*, and was continued on the Brooklyn *Star* and *Union*, the Philadelphia *Times* and the New York *Evening Post*. From there he came to the EAGLE to fill the position he now occupies.

JAMES P. CAREY, the financial editor, was born in 1831, in New Haven, Conn. He there received a common school education and in 1846 removed to Brooklyn, where he has since resided. In 1855 he began as a reporter, his work in journalism, which up to the present time has been continuous, in the following positions: city editor of the New York *Commercial Advertiser*, 1857 to 1868, inclusive, with the exception of an interval of a few months in 1864 on the *World*; on city staff of the *World*, 1868; city editor and financial editor of the *Republic*, 1869; after a few months on the



SECOND ROWING TROPHY.



NEW Utrecht Branch.

EAGLE as a reporter, becoming afterwards



The EAGLE
Foot Ball Trophy.

city staff of the *Times*, he became, in 1870, financial editor of the **EAGLE**. Mr. Carey's long experience as a financial writer, and his reputation as a reliable compiler of reports of stocks and markets, makes his contributions to the **EAGLE** of great value to those of its readers who are interested in that department of the paper.

It is the City Editor that sees to it that the readers of the **EAGLE** miss nothing worthy of note that has happened in Brooklyn or its suburbs. The busy and omnipresent staff of reporters are his representatives, and the responsibility of seeing that they "cover" every important event makes his duties very exacting, of watchful care, of discrimination and of discretion. His knowledge of men, events, places, and the inter-relations of all the busy activities of the city has to be very extensive and very exact. The important duties of this position are laid on Mr. ALFRED C. BURTON, whose entire career is comprised in the period of his connection with the **EAGLE**; and although he is only thirty years of age, he has been continuously in the **EAGLE**'s service for sixteen

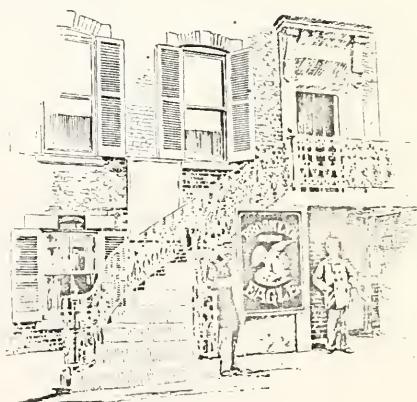
years. He was born in the West Riding of Yorkshire, England, and was educated at the Mechanics' Institute at Leeds and at Ratcliffe College in Leicestershire. Coming to this country during his boyhood, he became a reporter on the **EAGLE** at fourteen, and received his first appointment as City Editor in 1883, when he was twenty-one years of age. He has been also its Albany correspondent, Washington correspondent, and editorial writer.

F. DANA REED, the telegraph editor, began life on a farm in Amenia, N. Y., where he was born. At the age of fifteen he entered the printing office of the Amenia *Times*, and learned the printing trade under John W. Dutcher, one of the best known of the old-school printers in Eastern New York. Then he entered Cornell University, but the attractions of active newspaper work proving too strong for the student he came to Brooklyn before completing the course, and in 1871 became a member of the city staff of the Brooklyn *Union*. During the next two years he worked on the New York *Times* and *Tribune* and was for a time city editor of the *Commercial Advertiser*. In August, 1873, he came to the **EAGLE**, and after a round of general work was assigned to the law department. He held the position of law reporter until 1883, when he accepted the position of managing editor of the *Daily Telegram*, New London, Conn. In 1885 he returned to law reporting on the **EAGLE** and continued at that until his appointment, in 1889, as telegraph editor, a position he still holds. Mr. Reed has a degree of professional pride in his record as a court reporter, and during his many years of service in that capacity he has reported many important cases.

JOHN BUTLER RENAUD, first assistant city editor, was born in 1843, in Quebec, Canada, where he attended the English branch of the Catholic College. His first newspaper work was done in 1869 on the Richmond (Va.) *State Journal*. In 1870 he was city editor of the Richmond *Daily News*. He joined the staff of the Brooklyn *Union* in 1882, and was its dramatic editor for over five years. In 1887 he became a reporter for the **EAGLE**, but later in the same year returned to the *Union* as city editor. In 1889 he again joined the **EAGLE** staff, and in 1891 was made assistant city editor.

Associate city editor WILLIAM F. HAMMOND has lived in Brooklyn most of his life, though born in New York city. He was educated here at the private schools of Rev. Levi Wells Hart and Prof. John C. Overhiser. His first newspaper work was done on the New York *Tribune*, during the Grant-Greeley campaign in 1872. From there he went to the *World*, and contributed special articles to the *Times* and *Sun*, and then came into Brooklyn journalism as assistant city editor of the *Argus*. He was city editor of the New York *Republican*, and when that journal went out of existence he engaged again on the Brooklyn *Union*. He was city editor of the *Standard* up to its incorporation with the *Union*. He has been either a member of the city staff of the **EAGLE** or a contributor to it since 1871.

The **EAGLE** is represented at the City Hall by WILLIAM WALTON, who is one of the seniors in the service of the **EAGLE** and one of the oldest newspaper writers in Brooklyn. He was born a Brooklynite, and has lived so during the forty-four years of his life,



THE WASHINGTON BUREAU.



W. Lester



WM. M. VAN ANDEN.

excepting a short absence for schooling in New York and at the Leicester Academy in Massachusetts, after a course in the Brooklyn public schools. While yet in his teens he became a reporter on the *EAGLE*, in 1865, and was assigned to cover the Williamsburgh district. From that he was recalled to do police and law work, and in the latter line of work he reported verbatim many important trials requiring many columns of the *EAGLE*. Among them was the prolonged Beecher case in 1876. His shorthand work has included the reporting of nearly every public speaker in America, and he regularly reports the sermons of Dr. Talmage. His connection with the *EAGLE* since 1865 has been broken only by a brief period during which he served several New York papers with Brooklyn news, and in 1873 he resumed his work on the *EAGLE* as City Hall man, his present position. He is a member of the Crescent Athletic Club, and was one of the organizers of the Hampton Park Association.

ADDISON B. ATKINS, the Washington correspondent of the *EAGLE*, was born in Germantown, Pa., September 7th, 1856, received an academic education at the Episcopal High School, Fairfax County, Va., and at the *École Girard*, Nice, France; went through the freshman and sophomore classes at Columbian University, Washington, D. C., and then entered the Columbia College Law School of New York city, from which he graduated in 1878. After practicing law for two years he entered upon active newspaper work, serving in a reportorial capacity upon the *Philadelphia Times*, the *New York World* and the *Brooklyn Union*. He resigned from the *Union* upon its consolidation with the *Standard*, and went upon the staff of the *EAGLE* as a local political reporter. While in that capacity Mr. Atkins had the satisfaction of furnishing his paper with the exclusive announcement from Washington of the selection by President Harrison of Benjamin F. Tracy as Secretary of the Navy. The *EAGLE* was the only evening paper in the United States that secured the news; the morning papers of the country publishing it the following day. Mr. Atkins took charge of the Washington Bureau of the *EAGLE* on the first day of August, 1891.

GEORGE W. DOUGLAS, exchange editor, began newspaper work in 1872, at the early age of nine, when he and his brother started a small paper, which they conducted successfully for four years at their home in Liberty, N. Y., learning much of the details of printing. Then their father, a Baptist clergyman, started a local paper in Schenectady, N. Y., the *Monitor*, for the better training of the young men in journalism, under his own supervision. In 1882 Mr. Douglas entered the composing room of the *Utica Herald*, and a year later took, at the Colgate Academy in Hamilton, a course preparatory to Colgate University, from which he was graduated in 1888. In June, 1891, he received an appointment on the *EAGLE* to take charge of its court news, and in the following January was sent to Albany as legislative correspondent.

MISS CELIA KENNEY has for many years been connected with the *EAGLE*. For a long time at the head of the proof room, her work there was of a character which necessarily kept her in touch with the topics of the hour. This training, supplemented by extensive reading and a most retentive memory, gives more than ordinary value to her services to the *SUNDAY EAGLE*, of the literary department of which she has for three years had charge. Little that is worthy of attention escapes her observation. She is rarely at



WM. V. HESTER.

a loss when either notable sayings or doings are to be traced to their sources, is decided in her convictions, and supplements them with tact and judgment. Miss Kenney is a member of the New York Women's Press Club.

Mrs. ALICE HANSON WITHERBEE writes of the fashions for the *EAGLE*, and she does it with such timely suggestions as to sensible styles, touching on matters of more importance than the mere fads of the day, that she is read by men as well as by women. Her treatment of the opening and holiday notices, which are a feature of her department, has won her a reputation for impartiality and good judgment. Mrs. Withersbee was born in Danvers, Mass. Graduating from school at seventeen, she fitted herself for college without a tutor, and was one of the first to take a university course at the Harvard Annex. She taught school until her marriage, in 1884. She is a member of the Brooklyn Women's Club, the New York Women's Press Club, and the Brooklyn Free Kindergarten Association.

Miss EMMA BULLET, the Paris correspondent, was born of French parents, in France. She came to America when about ten years of age, and the greater part of her life was spent in Cincinnati, Ohio. After her graduation from the "Ohio Female College," at that time a flourishing young ladies' school in the suburbs of Cincinnati, she went to Paris to perfect herself in the French language, her ambition being to become a teacher of French in the United States. While she was engaged in her studies the Franco-Prussian war broke out, and Miss Bullet, declining to avail herself of the opportunities which were afforded to her to leave the country, joined an ambulance corps of nurses. Her career as a newspaper correspondent began with a series of letters written for the Cincinnati *Commercial*. Later she added the San Francisco *Call* and the Brooklyn *EAGLE* to her list, and for the last five years she has written exclusively for the latter journal. Miss Bullet's French sympathies and intimate knowledge of the language, the customs, the habits, and the predilections of the French people have opened to her many avenues of information, particularly social and artistic, which are ordinarily closed to the foreign correspondent.

For more than twenty years Miss MARY F. WALTON has been in the service of the *EAGLE*. She is now at the head of the Proof Room, with which department she has been identified since the beginning of her work upon the paper. No memory is too good for the proof room; no knowledge of affairs, including names and dates, too accurate, exhaustive or specific. Miss Walton is fortunate in the possession of faculties which abundantly equip her for what she is called upon to do, her duties, which are necessarily exacting, requiring concentration, a memory which instantly responds to any and all demands and the exercise of sound judgment.

GEORGE F. DOBSON has for many years been connected with the *EAGLE*. He was long identified with the reportorial staff, and now holds the position of Albany correspondent. He has represented the *EAGLE* at Washington, and his service as city editor extended over a period of five years. His relation to various public movements of a political character have been neither remote nor without influence. During a municipal crisis he officiated as city clerk; and he has been also connected, in an official capacity, with the county



HARRY S. KINGSLEY.

legislature. On the occasion of his departure for Europe, in 1886, he was presented with a gold watch—a suitably inscribed gift from the members of the city staff. As a writer, Mr. Dobson takes high rank among local journalists. His descriptions of great political conventions and, notably, of the fight for the world's championship, at New Orleans, have given him more than local eminence. He is a stockholder in several of Brooklyn's most prominent financial institutions, and is a member of the Montauk and Germania clubs and other organizations of a kindred character.

THE BUSINESS OFFICE.

Mr. GEORGE C. ADAMS, the cashier, has been connected with the *EAGLE* for nearly twenty years, and has held his present position for twelve years. Mr. Adams comes from old New England stock in both branches of his family, five generations on the paternal side having been born under the same roof in the historic town of Andover, Mass. James Adams, his father, a well known manufacturing chemist, was one of the charter residents of Winchester, Mass., where the son was born about thirty-nine years ago. He received his early education at the Winchester Academy and the Brimmer School of Boston, finishing with a business course in Brooklyn, where he has resided for twenty-six years.

He entered the publishing office of the *EAGLE* in 1874, and attained his present position of cashier in 1879. The functions of the cashier of such an establishment are such as are common to all large establishments, but besides this, he handles and disburses many thousands of dollars in the shape of various funds organized in furtherance of numerous philanthropic and charitable enterprises, such as the Johnstown Flood Fund, the Beecher Monument Fund, etc. Day after day the financial features of newspaper enterprises in new directions are discussed and added to the duties of the business department. Such an amount of detail requires a very perfect system, and such a system does underlie all the complex workings of this important department. The system of accounts is so nicely adjusted to the work to be done as to provide the means of tracing the sale of a single copy of the *EAGLE* as well as the facts of the largest transaction.

An important desk in the business office is filled by HERBERT F. GUNNISON, who looks after the circulation, the Branch Offices, and outside matters generally.

Mr. Gunnison was born in 1853 in Halifax, N. S., where his father, the late Rev. Nathaniel Gunnison, was pastor of the First Universalist Church and served as American Vice-Consul during the war. Removing afterwards to Northern New York, Mr. Gunnison received a college education at St. Lawrence University, Canton, N. Y., graduating in 1880. He then came to Brooklyn and spent the next eighteen months reporting for the *Brooklyn Times*, and was then offered a position on the *EAGLE*, and for a year "covered" the Williamsburgh District, and the Charities, Supervisors and Board of Education. In 1883 he contributed a series of letters to the *EAGLE*, descriptive of his travels in the Yellowstone Park, California.



BUSINESS OFFICE STAFF.



HEADS OF LITERARY DEPARTMENTS



AND SPECIAL CORRESPONDENTS.



HEADS OF DEPARTMENTS.

Colorado and Mexico. Then, after a year in Europe, he succeeded William Hudson as Albany correspondent of the *EAGLE* in 1884. Two years later his duties were radically changed by a transferral to the business department in the position he now holds. Besides the circulation and Branch Offices, he has edited the *EAGLE* Almanac, now in its seventh year and a standard work of reference for all city matters. An early experience as an amateur printer, during which he ran a rather extensive amateur job printing office, has been very useful to him in his varied newspaper work.

During his life in Brooklyn Mr. Gunnison has taken a prominent part in many social and charitable enterprises. He was one of the incorporators of the Hanover Club and its first Secretary. He is a member of the Amphion Society; President of the Northern Industrial Wood Yard, a branch of the Brooklyn Bureau of Charities; a director of the Brooklyn Throat Hospital; a director of the Twenty-sixth Ward Bank, and President of the Free Reading Room connected with All Souls Church, of which he is a trustee, and of which his brother, the Rev. Almon Gunnison, was pastor for nearly twenty years. Another brother is Walter B. Gunnison, Principal of Public School No. 19.

The chief clerk in the advertising department is Mr. J. G. CARPENTER, who brings to the important duties of his position an experience of nineteen years spent in the service of the *EAGLE*, his connection with the paper having begun in 1873. Mr. Carpenter came to the *EAGLE* shortly after he entered business life permanently, a step which was deferred for some years by his service in the army and navy during the war. Being a member of the Twenty-second Regiment of New York, he left his desk in a business office in Poughkeepsie, N. Y., where he was born and educated, to accompany his regiment on a three months' tour of duty in the Shenandoah Valley and at Harper's Ferry. In the spring of 1864 he entered the navy and was attached to the U. S. steamer Grand Gulf, serving in various squadrons and blockading stations until the close of the war, and was honorably discharged in September, 1865.

HERMANN W. ORMSBEE represents the *EAGLE* in its outside advertising. He comes into daily contact with many of the paper's large advertisers, which gives him necessarily a wide acquaintance among the business houses of Brooklyn and New York. Born in Portland, Me., in 1850, Mr. Ormsbee has been connected with the press of Brooklyn for the past twenty-three years, of which he has spent the last seven in the service of the *EAGLE*. He was for several years connected with the New York press.

The chief accountant is Mr. GEORGE H. PRICE, who has been connected with the EAGLE for the past twenty-three years. Born in New York City in 1842, he was educated at the Tarrytown, N. Y., Institute. On the breaking out of the war of the rebellion, he enlisted in the Eighth Regiment, N. Y. State National Guard, and served three months, from April, 1861, and three months in 1862. His membership in the G. A. R. in Brooklyn, where he has resided since 1865, included several years' service as senior Vice-Commander of Rankin Post, No. 10. He has also served his time as a member of the Thirteenth Regiment. He came into the employ of the EAGLE in 1869, and has served it continuously since that time.



EMPLOYEES OF THE COMPOSING ROOM.

Associated with the advertising department of the EAGLE is Mr. EDWIN L. BURCH, who has been a resident of Brooklyn most of his life, though he was born in Bergen Point, N. J., in 1853. For the past five years he has been connected with the business office of the EAGLE.

For sixteen years BARTH I. SCHNEIDER has been in the employ of the EAGLE. Born in Brooklyn in 1866, and educated at Public School No. 5 and at St. Anne's parochial school, he entered the office in 1876 as a messenger boy, and worked successively in the business office, the composing room and the proof room, until his appointment as advertising clerk.

THE MECHANICAL DEPARTMENTS.

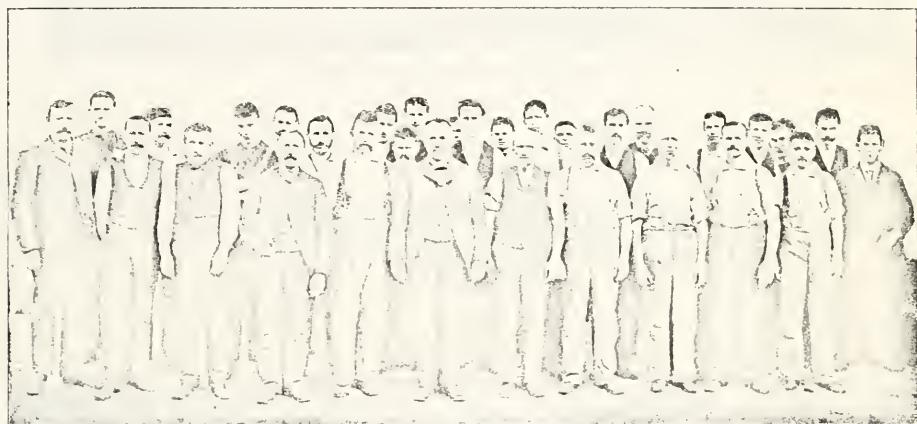
The presses and engines which fill the basement of the EAGLE building—the American counterpart of that great enginery of which Thackeray wrote: "There she is . . . she never sleeps; she has her ambassadors in every quarter of the world; her couriers upon every road; her officers march along with armies, and her envoys walk into statesmen's cabinets"—are under the charge of PATRICK J. GELSON, who for nearly forty years has controlled the machinery of the establishment. He has seen and superintended the erection of all the great presses and most of the smaller ones, only nine years of the paper's existence having been passed with any other press-room foreman. Mr. Gelson is a native of Ireland, where he was born in 1835. During his early boyhood he came to America with his parents and at once settled in Brooklyn, in whose public schools he received his education. His training as a printer was gained in the office of George F. Nesbitt & Co., in New York, and from there he came to the EAGLE in 1853. He knows the mechanical facilities of the EAGLE establishment as does no one else. Every piece, from the foundation of the presses to the last rivet in them; every piece of shafting and the belts that drive them—all have been placed in position under his eye; and as the presses reel off the paper from the endless rolls, turning out the perfect copies as the final result of all the preparatory work that has been done to make a number of the EAGLE, the wheels turn, the ink flows, and the folders and pasters do their work, under his supervision.

Mr. WILLIAM H. SUTTON is now entering on his twenty-fifth year as foreman of the newspaper composing rooms, and his forty-fourth year of service on the paper. He was born in Liverpool, England, in 1830, and came to New York ten years later, where, after getting an education in the public schools, he became a printer in the *Sun* job printing office. Moving to Brooklyn, he engaged on the Democratic *Advocate* in Williamsburgh, after which he came to the EAGLE. He was connected with the paper

so early in its history as to have assisted in its removal from its first quarters to the building on Fulton street, from which it has just moved again into its permanent home, and he has had a hand in every enlargement and advancement from the beginning to the present time. He was a member of Captain William M. Burnett's company of City Grenadiers, the right flank artillery company of the old 14th Regiment of Militia, and assisted in quelling the riots of the "Wide-Awakes." He is a prominent Mason, in connection with which he has been District Deputy Grand Master, High Priest in a chapter of the Royal Arch Masons and a member of the Commandery, and has attained the 33d degree in Scottish Rite Masonry.

The groups of employees in the mechanical departments of the EAGLE which are pictured, illustrate what has been said concerning the unusual proportion of long-service attachés in the ranks of those who make the EAGLE. Among the group of pressmen, stereotypers, engineers and counters there are many who have literally grown gray in the service of this journal. Mr. Gelson, whose 39 years of service make him the ranking officer, as well as his being in command of this department, has been mentioned elsewhere. The long terms of service among the others are: B. McGinnis and M. T. Fagan, 36 years; E. W. Castell, 26; M. Gelson, 30; E. A. Cooper, 25; J. A. Boice and E. Whiteside, 22; George Finley, P. McSherry and P. Dobbins, 20; A. Keenan, J. Gelson, C. Carlin, 18; C. Gelson and F. V. Mauer, 15 years.

Among the group of newspaper compositors and proof-readers, the senior in years as well as in rank, is W. H. Sutton, the foreman, of whom we have already spoken. Of the others, J. P. Lemmon, J. R. White, Henry Marshall, Frederick Creighton, M. Walton and E. Higbee have served over 24 years; J. T. Cassidy, E. Lord, F. Clark and A. Farrell, 18 to 20 years. Most of the others in the group have seen from five to fifteen years of service on the EAGLE.



EMPLOYEES OF THE PRESS ROOM.

The removal of the EAGLE to its present establishment, in celebration of which this book is issued, is an event as interesting, we are sure, to its readers, as it is important to the EAGLE's history. The EAGLE's growth, from the founding of it by Isaac Van Anden, whose kinsmen are still in trust of it, until to-day, covers a time of great changes in journalism. The changes are on evolutionary, not revolutionary, lines. The early tendency was simply to house the newspaper. The present tendency is sumptuously to house it. Progress from the extreme of simplicity to the extreme of splendor has been uniform. The splendid building which has just received its baptism unto work is more the EAGLE's contribution to the public than the EAGLE's provision for itself. Brooklyn has been and has done so much for the EAGLE that it was fitting the EAGLE should do something for Brooklyn. The EAGLE of to-day in the fullness of its freedom and fame owes an inestimable debt to its founder. He designed and diverted to public service what others meant only for party service. So he made the public his friends, he cared not if he made the politicians his enemies. One who succeeded him would write no other line than "to the public service" over the door of every room in the palace of industry. "The EAGLE for Brooklyn" sums and tells the story. It has always been so. So may it always be!



THE NARROWS, FROM FORT HAMILTON, 1852.

DEVELOPMENT OF THE CITY.

1841-1861.



ROM the time when Lieutenant Jonathan Thorne first took charge of the infant navy-yard at Wallabout Bay, to the first attempt, made in 1827, to enclose the property, it was largely a waste of mud flats and creeks. In 1841, the construction of the stone dry dock was begun, its completion being accomplished in ten years. The main chamber of this dock is two hundred and eighty-six feet long by thirty-five feet wide at the bottom, and three hundred and seventy feet by ninety-eight feet wide at the top. The granite walls are thirty-six feet deep and the masonry of the foundation rests upon piles driven forty feet into the earth, while the space within is filled with concrete to a depth of two feet. Several courses of timber and concrete, surmounted by flagging and cut granite, form the floor surmounting the piles. It took about a year to drive into place the 9,000 piles used. This dock, which at the time of its construction was considered one of the most remarkable works in the country, could be pumped out by the old appliances in a little over four hours and a half. Between the time of its completion and the year 1858, seven vessels were launched from the dry dock. One of these was the old "Niagara," whose work in laying the first Atlantic cable made her famous. There, too, the "Somers" first floated. It will be remembered by men of middle age that Midshipman Spencer, charged with attempting to incite mutiny on board, swung from her yard-arm with two of her crew. The justice of this act was much questioned, and the excitement it caused was intense. Another of the vessels launched during this period was the "Albany." All of the seven were vessels of the old type, which in our modern navy would not be worth a second glance except as curiosities, survivals of a simpler past, but when they were launched they were visited by thousands who would not have broached a suggestion that anything superior could be set afloat.

The incidents and interests of that day were fewer, and it was far easier to excite indignation than would be the case now. What we might consider minor events were to a former generation often affairs of the first magnitude. The destruction of the residence of Mr. Tunis Joralemon by fire was one of the events of 1842 which gave Brooklynites cause for alarm, as there seemed to be no doubt of the incendiary origin of the disaster. The house was well known as the Joralemon mansion, and was in its day one of the handsomest private homes in the city. As exciting a disturbance, the result of race feeling between the native American and Irish residents of a certain portion of the city, occurred on the 4th of April of that year. The riot, preceded by mutterings of a decidedly threatening character, gathered to a head upon the corners of Court, Dean and Wyckoff streets, and for a time serious results were feared; but the timely arrival of two companies of militia upon the scene soon quelled the fracas, and those of the combatants who had not already received broken heads, retired a little way to wait for a more convenient season to recommence hostilities. But the fact that the militia remained on the ground all night gave time for the hot blood to cool off, and a trouble which had promised to be very serious was for the time averted. In 1842 the land was purchased for Greenwood cemetery, that stately city of the dead, the fame of whose beauty was for many years one of Brooklyn's chief sources of celebrity. The Mansion House, which for a generation was one of the only two hostleries that welcomed the casual stranger to the City of Churches, was established in the Hicks street home of the Female Institute. A memorable contest arose in 1843, over an attempt by the common council of New York to tax the personal property of Brooklyn citizens doing business in that city. The Legislature was appealed to and the effort failed. The early forties seem still so near to many who are to-day active in the affairs of the city, that it marks the rapidity with which events and monuments to them succeed one another in the history of a progressive community, to record that in 1843 the corner-stone of the Pierrepont Street Baptist church was laid, an edifice which has since then been replaced by a more imposing structure, also dedicated to the worship of the same congregation, while this in turn has been razed to the ground, and as this record is written, the new building of the Brooklyn Savings Bank is rising in its place.

An interesting figure, familiar to all Brooklynites of the last generation, was "Meriam, the weather prophet." Many who were unfamiliar with his serious claims to eminence were impressed mainly by his eccentric habits and appearance, and regarded him as a sort of genial crank, whose title to local fame was based on his occasional contributions to meteorological science, appearing in the *EAGLE* under his well-known signature, "E. M." But Eben Meriam was a prophet who was honored all over the world for his knowledge.



He had made money in manufacturing in the South, and made more after he came to New York, in 1838, in manufacturing soap and candles; but he never would receive payment for his writings. He devoted his fortune so liberally to the relief of distress among the worthy and unworthy alike, that he left no provision for his family when he died in 1864. From youth he was a student of meteorology, and originated the theory of cycles in atmospheric phenomena, which attracted attention throughout the scientific world. His published papers and pamphlets were numerous and creditable, his statistical almanac full of curious information, and his "Municipal Gazeteer," a compendium of the accumulated knowledge of a life-time. There was no "Old Probabilities" in those days, and Mr. Meriam was the constant recourse of the newspaper reporters for information regarding the weather. His hourly records of the weather dated from 1834 to the time of his death. To the generation that knew him there is the memory of his venerable figure on the streets of the city, conspicuous for his wealth of snow-white hair. He was famous for his peculiar charities, not only those which brought to his

door swarms of alms-seekers, who were seldom disappointed by him, but also to dumb beasts. The Society for the Prevention of Cruelty to Animals found in him its practical prototype. He rescued a cageful of partridges from the market and nourished them so long as they lived. A horse left to die in the street received from his hand the oats which were all it needed to rise and walk. Stray dogs were fed and caressed by this same kind hand, and one was even taken into the bed of its benefactor that it might not perish with the cold. All his treasures were thus "laid up in heaven," and he died penniless but universally respected.

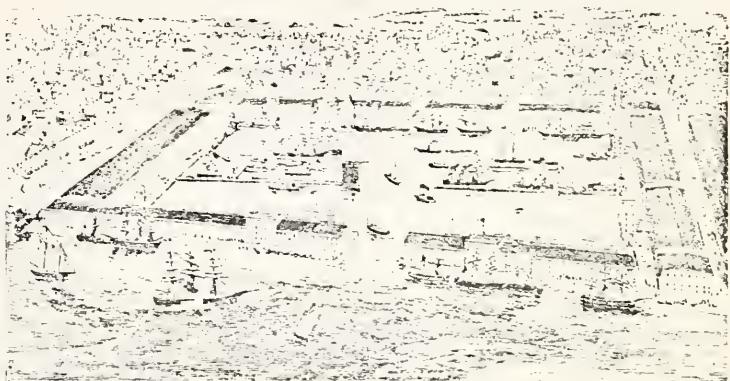
One of the most useful of Brooklyn charities was founded in 1844, the Association for Improving the Condition of the Poor. This was a memorable year in the churches of the city; during it the Unitarian Church of the Saviour was consecrated and the Rev. Dr. Frederick A. Farley installed as its pastor; the

corner-stone of the Church of the Pilgrims was laid, where the Rev. Dr. Richard S. Storrs was soon to begin his brilliant career; and the Church of the Holy Trinity was founded, known to this generation of Brooklynites for its noble work, and throughout the country identified with the fame of its second and third rectors, Bishop A. N. Littlejohn and the Rev. Dr. Charles H. Hall. In this year also there was opened the Long Island railroad tunnel, which during the boyhood of every grown man of to-day brought the trains with locomotives to the South Ferry under Atlantic street. In 1843, Mayor Joseph Sprague had succeeded Mayor Murphy, and in 1844 he was again chosen by a slightly increased majority. The candidacy of George Hall was a feature of this election. The Brooklyn City Hospital began its splendid work in 1845, as did also the Brooklyn Benevolent Society, a Catholic institution founded

by Cornelius Heeney. The Long Island Bank and the Atlantic White Lead Company were the noteworthy additions of the year to the commercial establishments of the city. But the most significant event of the year, in the light of subsequent events, was the meeting of citizens held on October 24th, to consider the union of the cities of Brooklyn and Williamsburgh, a project the consummation of which a decade later made an epoch in the history of Brooklyn. Thomas G. Talmadge became mayor in 1845, and in 1846 he gave place to Mayor Francis B. Stryker. The year '46 saw the Church of the Pilgrims dedicated, the corner-stone laid of the new edifice for the First Presbyterian Church, which then moved from Cranberry street and afterwards disposed of its vacated building to the newly formed Plymouth Church. The New England Society of Brooklyn came into being on December 29th of this year.

In 1847 two bills of moment were passed by the Legislature. The first was an important one, providing as it did for a new charter for the city of Brooklyn; but there was little opposition, a fact which gave the second bill a place of greater prominence in the attention of the public for a time. This enactment authorized the opening of Fort Greene as a public park, a plan against which considerable feeling was shown by those whose property or other interests would suffer, or whose prejudices were disturbed by the change. In every city there are a certain number of people whose whole duty to the community, as they read it, is to act as obstructionists. Perhaps such have their uses in preserving a balance of conservatism. Another happening of this year, one destined perhaps to have a greater effect than either of those mentioned or indeed any measurable public event, was the founding of Plymouth Church and the commencement of the labors of Henry Ward Beecher in Brooklyn. The man whose character, intellect and personality swayed the thought of a continent from a Brooklyn pulpit could not but mark an epoch when he first came among us. The following year was in some respects a memorable one. It was marked by the first introduction of gas in the city of Brooklyn, and also by the first discussion of the advisability of uniting the cities of Brooklyn and Williamsburgh and the town of Bushwick under one municipal government, a plan which a few years later was carried into effect to the great advantage of the city. The rapid growth of the southern part of Brooklyn which was directly due to the proximity of the Atlantic Docks and to the energy and enterprise of Charles Hoyt, began to be felt. The enterprising Daniel Richards, the projector of the Atlantic Dock, petitioned the common council for permission to open thirty-five streets in immediate neighborhood of the dock. He also, about this time, devised a plan for the construction of the Gowanus Canal, which was to be five feet deep below low water mark and four feet above high water mark, one hundred feet in width and about a mile in length. The purpose of this was to drain some seventeen acres of land in the southern portion of the city. These improvements exerted an influence upon the development of the city hardly to be appreciated now. During the years 1848 and 1849 no less than 2,100 buildings were erected, of which 700 alone were in the Sixth ward.

Brooklyn's first fire of any magnitude occurred in 1848. It broke out on the morning of Saturday,



THE ATLANTIC DOCKS.



CITY HALL AS PLANNED IN 1835.

Corner-stone laid by Mayor Trotter, 1836. Intended to cover entire triangle now occupied by City Hall and Park. Only the foundations were laid, when the panic of 1837 suspended operations. Foundations removed for the present City Hall in 1846.

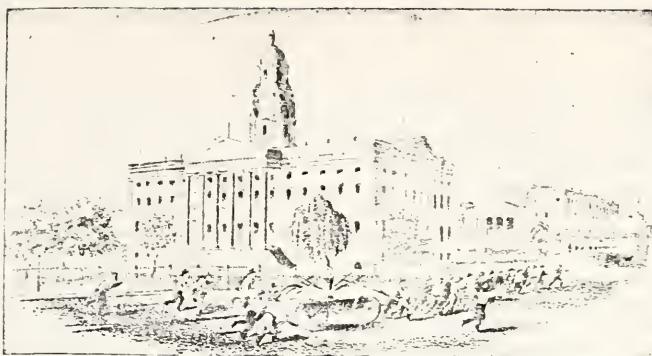
disaster of this order the streets were soon choked with goods and property which had hastily been removed from the houses, and crowded with people escaping from their burning homes, all seeking places of safety, panic-stricken, without order or control. Among the crowd firemen were hurrying, doing all that was possible under the circumstances, but seriously handicapped by the scarcity of water. Nothing could more fitly illustrate man's utter helplessness in the presence of any unforeseen calamity. With Fulton street as a centre, the fire reached Henry street from Orange to Poplar on one side, and on the other, by way of Sands street, through High and Nassau for several blocks, devouring churches, dwellings and stores. A Methodist church and one belonging to the Baptists were utterly destroyed. A Universalist church also fell a victim. So fervent was the heat engendered that even had the water supply been sufficient at this point the firemen would have been driven back before they could have got near enough to be of service. Then the idea of fighting fire with fire was conceived. Gunpowder was brought into play and after some hot work the disastrous element was checked by the demolition of the buildings which stood in its track. The supply of powder was furnished by Captain Sands of the navy-yard, who was present with an efficient company of men. In addition to these auxiliaries the City Guard, City Blues and Columbian Rifles were present and afforded valuable aid in guarding property. The appearance of the burnt district on the day following a great fire is one which can only be imagined by those who have witnessed a similar scene. The blocks of smoking ruins, the mass of sad humanity, the curiosity of the sight-seers and the weariness of the workers is but the repetition of an old story, re-

September 9th, and was not controlled till daylight on Sunday morning. During the intervening time two hundred houses, three churches, the postoffice and the *Evening Star* office were entirely consumed by the flames. The money value of the property destroyed was estimated at fully \$1,250,000 and four hundred people were rendered homeless. Several of the prominent insurance companies were seriously embarrassed. The furniture store of George Drew on Fulton street, opposite Sands street, was the point at which the conflagration started. Drew's was a frame building, surrounded by others of a like inflammable character, constituting a perfect fire trap, through which the flames swept unobstructed. There was a strong wind from the northwest blowing at the time and this soon swept the fire across Fulton street, enveloping Wm. Bailey's drugstore and other buildings, and these the firemen succeeded in saving. From this point, however, the flames spread to a group of wooden buildings further up the street and thence advanced rapidly along Fulton street and eastwardly, taking Sands street and on the opposite side of Fulton street as far as Lawrence, from which they extended to Henry.

Soon the firemen were at a loss for water, the supply from the cisterns in the neighborhood being rapidly exhausted. These receptacles were the only source of supply, and in the building of them no provision adequate to the demands of such a fire had been made. To add to the confusion incident upon a



THE CITY HALL, FROM AN OLD PRINT.
Montague Hall at the right.

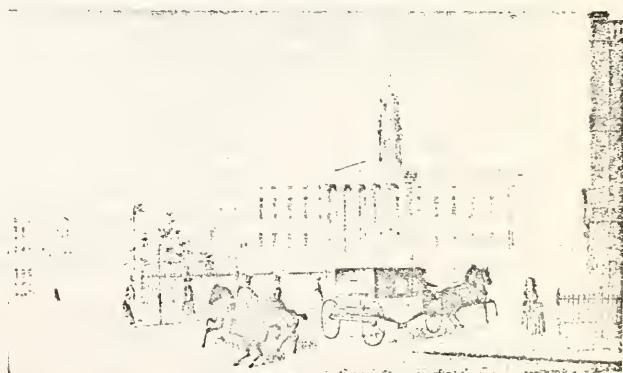


THE CITY HALL, FROM AN OLD PRINT.

which the historian can only touch lightly. A long line of famous and fair women were the leaders of Brooklyn's social life during the first half of the century and worthily preceded those who have given the city a national reputation for the beauty of its belles. When the century opened Mrs. H. B. Pierrepont, then Miss Anna Maria Constable, was perhaps the most distinguished of the young women of Brooklyn. Her father was a wealthy French merchant of New York, who had given to his daughter all the advantages possible at that time in the way of education, so that she was considered an unusually cultivated woman, even in the set to which belonged the Van Rensselaers, Roosevelts, Schuylers and others. Her husband, with whom she came to Brooklyn, was Hezekiah B. Pierrepont. Mrs. Pierrepont was married in 1802, and when she first took up her residence on the "Heights" her brilliant brunette beauty set the little community agog. She became the mother of ten children, yet in the responsibilities of her home life never lost her position as a leader in society, and the mansion over which she presided became the visiting-place for many distinguished and brilliant people. At the same time, just growing out of girlhood as Mrs. Pierrepont took her position as a matron, there was a native Brooklyn belle at the old Bergen homestead, which stood at what is now the corner of Third avenue and Thirty-third street. She was the daughter of Garret (Squire) Bergen, who was a justice of the peace. The beauty was neither a decided blonde nor a brunette. She is described as having a brilliant complexion, dark hair and vivacious manner. Her beauty was that of perfect health and her charm perhaps largely due to that fact. Would that all girls could learn the secret. Miss Bergen married (the maidens all got married then, they say,) Tunis S. Barkeloo, whose father's property adjoined that of her family. A daughter of George Powers, who lived near the toll-gate on the Brooklyn and Flatbush road, was one of Miss Bergen's immediate successors. She was married at an early age to Stephen Hendrickson. Her temperament may best be illustrated by a story that has come down of a little tiff she once had with the village pedagogue, who had presumed to decorate one of her children with a foolscap. When the mother saw it she tore it into shreds in the street and then visited the schoolhouse. What she said to the schoolmaster is not recorded, but it is stated that there was a radical change in his methods of instruction from that day. After a generation of beauties had passed and Brooklyn town had become Brooklyn city, Mrs. Harmer, whose portrait appears in Guy's "snow picture," was watching the triumph of her eldest daughter, who was one of the handsomest women of the day. John Harmer, her father, will be remembered as the floor cloth manufacturer who was for so long the friend and host of Tom Paine. But before Miss Harmer's day, while her mother was only a "slip of a girl," Miss Middagh was

told whenever the area and population of a city has outgrown the means prepared for its defence and safety.

While we give to facts, dates and events of a more or less public character their proper value in the story of the city, let us not forget that Brooklyn has always been, as it is to-day, a city of homes and home life, perhaps to a larger extent than is true of most places of importance. Side by side with the material narrative are suggestions of a social chronicle



THE CITY HALL, FROM AN OLD PRINT.

enrapturing the town with her blonde curls and her bright cheeks. Miss Middagh was that *rara avis*, a vivacious blonde. Her tongue was as quick as her eyes were bright, it is said, and all Brooklyn was at her dainty feet.

Ah! the old-time belles; their names now are only a memory, their beauty merely a tradition, which we who have eyes for the beauties of the present may not doubt. A contemporary queen of Miss Harmer's was Mrs. Thomas Goin Talmadge, who had been Miss Van Brunt. She was of the set to which belonged the Polhemusses, Schoonmakers and others of the old Dutch stock. Miss Van Brunt was fair and with her regular features, graceful carriage and intellectual brilliancy, heightened by her really fine education, had few equals during the youth of a generation now grown old. Following the names already given, but trenching too closely upon the present day to be followed far, came a line of more or less famous beauties. Their faces have not all faded as the decades have rolled by, and in the sweet stateliness of old age, the crown of silver and the atmosphere of dignity, still linger the royalty of the belles of long ago.

Among the interesting and amusing things which the student of Brooklyn history discovers hidden in some library alcove, is a sort of *elite* directory of diminutive size, which was printed by John Loomis and Alfred S. Peace in 1847. This little pamphlet has upon its paper cover this inscription, "The Wealthy Men and Women of Brooklyn," and as an indication of how wealth was measured at that time the sub-title states that the work "embraces a full list of all whose estimated possessions, real or personal, amount to the sum of ten thousand dollars." It would not be delicate to intimate, by publishing this list, how many eminent Brooklynites of that day were what we would now call people of very moderate circumstances.

Toward the end of the decade which had witnessed so remarkable a growth and development in the city, the papers discussed prominently a plan for the erection of a bridge between Brooklyn and New York. This was not by any means the first time that this subject had been broached, as we have seen before. One of the first advocates of such a structure was Robert Pope, a friend and contemporary of Robert Fulton, the inventor of the steamboat. He was an architect, residing in New York, and though sanguine of success, should his plan be adopted, yet he met nothing but ridicule from his fellow-townsmen. On one occasion, it is told he was crossing the river with his friend Fulton, when they saw a beautiful rainbow spanning the river. At once the inventor exclaimed, "Look! Pope, even the heavens favor you with good omens." It was, as we know, an omen which waited long for its fulfillment. The plan offered in 1849 was for a floating bridge with a draw. Foremost among its supporters was the *New York Tribune*.

Two years after the "great fire," as it used to be called, another broke out in Brooklyn. Early on the morning of Sunday, July 8, 1850, the city was visited by an extensive conflagration, which destroyed half a million dollars' worth of property. At half past three o'clock, on the morning of the day mentioned, flames burst from the fourth story of R. V. W. Thorne's storehouse on Furman street. The firemen were soon on hand, but before they had been long at work the roof, upper story and a portion of the wall fell in with a tremendous crash, forcing the firemen to flee for their lives. They had barely returned to the conflict when a terrific explosion caused by the ignition of a large quantity of saltpetre which was stored in the building, threw huge masses of brickwork and bales high in the air. Falling with great force, they crashed through everything beneath them. The roofs of many of the adjoining buildings caught fire, and explosion followed explosion. The firemen were compelled to retreat for a time, allowing the flames to have full sway. With the final explosion, the walls tottered for a moment and then crumbled into dust, leaving nothing but a heap of ruins where but a short time previously had stood lofty and substantial structures. Engine No. 17 was on the pier near the warehouse, and by the force of the final explosion was lifted up bodily and blown into the river, along with four firemen. The engine, of course, sank, but the men were rescued by their comrades. The flames by this time had seized upon Thompson's sheds, upon the south side of which were stored large quantities of logwood, saltpetre, etc. On the north side the flames had taken hold of the guano storehouse belonging to Mr. Thorne, as well as the naval store sheds of Messrs. Tapscott, in which were large quantities of tar, pitch, turpentine, etc., the burning of which lasted until late in the afternoon. In all, eighteen buildings were destroyed. During the same year the city was visited by a cholera epidemic, that resulted in the appalling record of six hundred and forty-two deaths, which in a population of 100,000 people presented a ratio of one to every one hundred and fifty-five people, the mortality being, as usual in such epidemics, greatest among children. At a meeting of the Brooklyn bar, in 1849, the organization of the law library was decided upon.

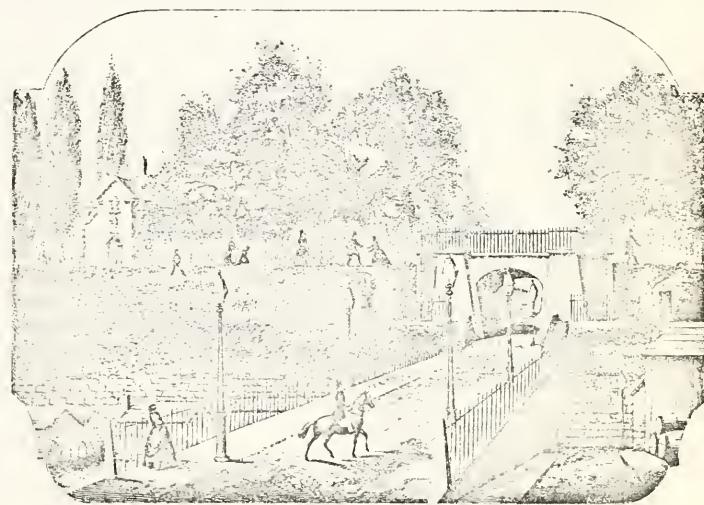
Public interest has always been aroused by the subject of Brooklyn ferries, perhaps, as much as by any other subject, since for many years they were the main means of communication with the world outside of Long Island. The discussion of a ferry franchise, therefore, has always been one in which every one has had an opinion to express. In 1850, Messrs. Pierrepont and Leroy obtained a new

franchise, or rather a renewal of their lease of the Fulton, South and Hamilton Ferries for ten years. These ferries were paying at a one-cent fare, while the opposition lines from Wall, Catherine and Roosevelt streets were losing money at a two-cent fare. The failure of the independent companies last named to force the Union Company, as it was called, to raise its rates, resulted finally in an arrangement by which a general consolidation took place on the 10th day of November, 1854, under the corporate name of the Union Ferry Company of Brooklyn. Nine years before this, a bill had passed the Legislature which regulated the granting of ferry privileges. It provided for the appointment of three commissioners, non-residents of the interested counties, who should grant licenses for as many ferries as in their judgment the needs of the public demanded. In 1848, these commissioners granted a lease to Alfred G. Benson and others to keep the four ferries at Fulton, South, Hamilton and Wall streets. After the consolidation of 1854, there was trouble about the rates again, the company expressing dissatisfaction with the one-cent fare, and the rate was raised to two cents, as it was claimed, for the sake of uniformity. At the expiration of the lease, or just before it, in 1859, new trouble arose over the same old cause, and an injunction was gotten out to prevent New York from selling the ferry privilege, but the company triumphed, the injunction was dissolved, and on the 20th of May, 1860, the ferries were again bid off to the Union Company, which in a decade gradually absorbed about everything and controlled trans-river travel. The lease was for ten years, and the annual rental was fixed at \$103,000, with an additional rental of \$20,000, which the company had to pay to the Brooklyn side. When this lease ran out, Tweed and the ring held the power in New York city, and for the nominal rental of \$1.00, the "Boss" renewed the lease for another ten years. But the price of ferriage, during the hours of the greatest travel, was restricted, by the terms of the lease, to one cent.

At first the company stood off, expressing a willingness to accept the lease on the old terms, but, learning that Tweed himself, or some one near him, stood ready to take it at the offered terms, it closed. After Tweed had gone out of power, the New York authorities ventured to question the legality of the lease, a thing they did not dare to do while the iron finger of the "Boss" was upon their lips. Action was brought against the Union Ferry Company, and a decision adverse to that body was granted by Judge

Van Vorst. The claim for \$1,500,000 back rent was compromised for \$300,000, and a new five-year lease obtained at 12½ per cent. of the gross earnings of the ferries. The control of all the ferries therefore continued in the hands of the Union Company.

A brief account of the ferries and their operations, the acquisition of their franchises, etc., since Robert Fulton's time, may not be out of place here. The first of all was the "Old Ferry," now known as Fulton Ferry, which was first established before 1642, and over which, at a later date, Robert Fulton was granted the privilege of running a steamboat—the first steam ferry-boat of which the world has any record. Catherine street ferry was the next, established somewhere between 1815 and 1818, Rodman Bowne being the parent of the scheme. The horse-power, or "team boats," as they were called, continued in operation on this line till it was forced by competition to adopt steam, some time in the thirties. One of these competing companies was the South Ferry, originated by Lyman Betts, Conklin Brush, and others, in 1835, after ten years of discussion and endeavor. Their lease obtained from New York called for an annual payment to the city of \$1,000. Several lines commenced operations in 1852, the most important being the Wall street ferry, of which Jacob Sharp, afterward of Broadway railroad fame, was the principal owner. He obtained a ten years' lease at \$20,000 a year. John Martine started the Roosevelt street line, but



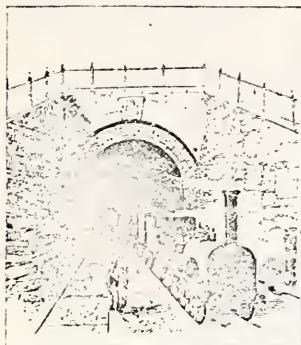
MONTAGUE STREET HILL, BEFORE THE HEIGHTS WERE BUILT UP.

From an old print.

soon transferred it to Le Roy and Pierrepont. Its subsequent history was one of changes; once its course and destination was altered, and at another time its lease was declared null and void, and for a time it was abandoned. But in 1867 a new lease was secured for ten years, and the boats ran as before, from Peck Slip to South Seventh street. A. J. Berry and John Hicks secured a lease in 1852 for a ferry to run between New York, Brooklyn and Williamsburgh, afterwards called the Hunter's Point ferry, and for this they paid \$3,000 per annum for a fifteen years' lease. Oliver Charlck obtained the lease of this line in 1868, at which time its New York terminus was at James Slip, and the Long Island one at Hunter's Point. The Grand street ferry, which made the streets of the same name in New York and Brooklyn continuous, was established in 1830, two years before the Houston street line and four years prior to the commencement of that known as the Hamilton avenue, a lease for which was obtained by Messrs. Le Roy and Pierrepont, acting for the Union Company, at a nominal rental of \$1.00 per annum. The trustees of St. Patrick's Cathedral are responsible for the Twenty-third street ferry, its establishment being due to a desire to connect Penny bridge, near Calvary cemetery, with a point which was then (1852) up town. A ten-years lease, at \$100 a year, was obtained, but during the next year after the opening of the line, a transfer of the lease was made to G. L. Knapp, who changed the Long Island terminus to Greenpoint, and in 1864 secured a new lease at a somewhat higher figure than the preceding. The Thirty-fourth street ferry was five years later in starting, its promoter being A. D. Winans, and that from Tenth street a year earlier, leaving the New York side at first, however, from Fourteenth street. Alexander Shults was the first lessee, but G. L. Knapp afterwards secured the property, changing the course to that now followed. Although all of these lines agreed to pay to the city of New York, and in some cases to the city of Brooklyn, sums which in the aggregate would amount to many thousands of dollars, yet in point of fact, many of them for long terms of years managed, on one ground or another, to elude payment of these dues.

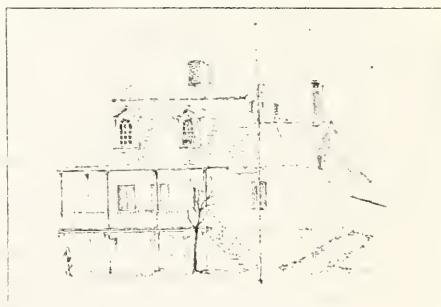
The growth of South Brooklyn, which had already begun to be noticeable, assumed even a more pronounced character in 1851. Red Hook was rapidly built up, and many miles of new streets were laid out. To the warehouses already built at Atlantic Docks, twelve new ones were added, each thirty-eight by one hundred and eighty feet in area and five stories high. A brick mill building, covering a lot fifty by two hundred feet in size, was erected for the manufacture of cotton wadding, and consumed about three thousand pounds a day of the raw material. Other improvements were made in that neighborhood, which showed how confident the people were of the permanency of the prosperity which had visited South Brooklyn. At the end of the Hook a new dock and pier were built; Van Brunt street was opened and graded from Hamilton avenue to this pier. Besides the cotton wadding manufactory mentioned, there were other manufacturing establishments built and thousands of dollars were invested in distilling and brewing plants. These distilleries, of which there were six, covered many acres, employed seven hundred people, consumed annually \$993,300 worth of grain, and produced more than a half a million gallons of whiskey. During this period, plans for the enlargement of the Atlantic Basin were carried into effect, with most beneficial results. The manufacture of white lead in Brooklyn at this time outgrew that of any other city in the Union, the output for the year reaching from six to twelve thousand tons, which represented an invested capital of over \$1,000,000.

Following these business enterprises and the evidence of material prosperity, came the organization of charities, institutions and societies, the aim of which was especially development and improvement of the young. Prominent in this latter class was the Brooklyn Athenaeum and Reading-room, opened on the corner of Atlantic and Clinton streets as a gathering-place for the young men of South Brooklyn. One of the much-needed improvements which was realized forty years ago, was the incorporation of the Myrtle avenue railroad, with a capital of \$25,000. During the same year the Brooklyn City Railroad Company was incorporated under a general state law,



L. I. RAILROAD TUNNEL
Under Atlantic avenue.

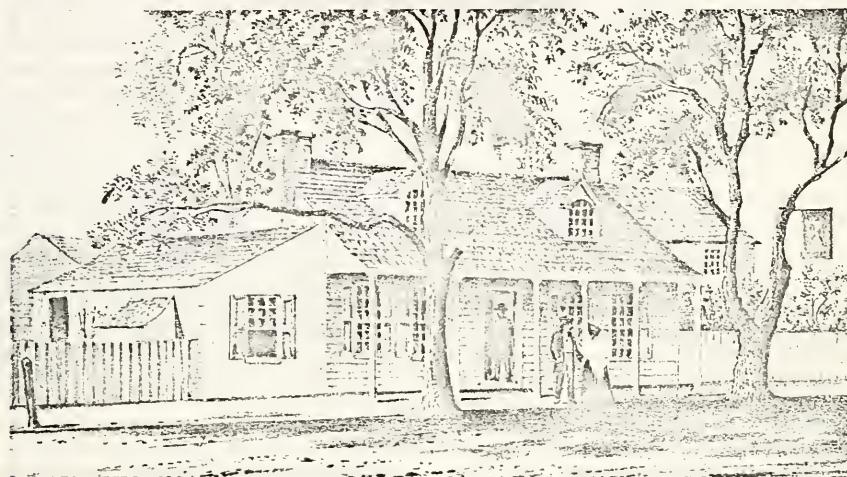
leaving the New York side at first, however, from Fourteenth street. Alexander Shults was the first lessee, but G. L. Knapp afterwards secured the property, changing the course to that now followed. Although all of these lines agreed to pay to the city of New York, and in some cases to the city of Brooklyn, sums which in the aggregate would amount to many thousands of dollars, yet in point of fact, many of them for long terms of years managed, on one ground or another, to elude payment of these dues.



OLD HOUSE ON ATLANTIC, NEAR CLASSON.
Formerly L. I. railroad station.

and began at once to lay its track. Two insurance companies, the Long Island and the Phenix, obtained their charters and began business in 1853, their capital amounting to \$2,000,000. The Brooklyn Y. M. C. A., which has proved itself in so many ways a benefit to the city, and whose influence still continues to expand, was also organized during this year.

Probably no better idea of the development of this city can be given in a condensed form than is contained in Mayor Lambert's message to the common council in 1852. He said in effect that the population of Brooklyn was 120,000, making it the seventh city in the Union, with an increase during the year of \$12,000,000 taxable property. Its fifteen schools contained eighteen thousand three hundred and seven scholars, with an additional eight hundred attending night schools. About fifty miles of gas mains were laid in the city, of which twenty-two miles had been put down during that year by the Brooklyn Gas Company. In the same year one thousand two hundred gas lamps had been placed in position. The list of new buildings erected during the same period numbered two thousand five hundred. This was certainly a brave showing for the young city. It is little wonder that all means used for public safety and protection, and many facilities which we deem indispensable in urban life, did not at once appear; that the city was a little overgrown and slightly out of joint with itself.



LABON'S INN, IN 1853.
On Flatbush avenue, where Journeay & Burnham's store now stands.

A time when many of the cities of the United States were feeling the result of the earnest but somewhat too rampant Americanism of a class whose political war-cry was "No quarter to foreigners," Brooklyn was not excepted. The "Know-nothings," who at their best were patriotic in purpose, at the worst became riotous in their measures, being led by men who made the blind enthusiasm of the masses their opportunity for acquiring political influence or satisfying personal animosities. The creed that we sometimes hear repeated to-day, "America for the Americans," was not only the expression of a political sentiment, it soon came to mean the assumption of an intolerant attitude toward every foreign-born inhabitant; it meant that men who had chanced unfortunately to be born on the other side of the ocean should be subjected on this side to such persecution as an excited prejudice might suggest. The feeling which had been for a long time growing in intensity, culminated in open violence in 1854. At the time, it was the practice of certain evangelists to hold open-air meetings for religious exercises at the corners of some of the city streets. While one of these meetings was in progress at Smith and Atlantic streets, a body of New York Know-nothings, to the number of two hundred and fifty, crossed the river and marched and countermarched past the place of meeting, amid a chorus of hootings and yells from those on the outskirts of the crowd. The New Yorkers were met by the mayor of Brooklyn, who assured them of the ability of the Brooklyn police to preserve order in the city without assistance, and ordered them to cease their marching, which they did; but later, when the services were concluded and the visitors were again on the march, *en route* for the ferry, they were met by a large crowd eager to avenge a fracas provoked by a similar body of men about a week previous. In spite of the utmost efforts of the police, whose numbers were inadequate to cope with the disturbance, active hostilities commenced, and before long the report



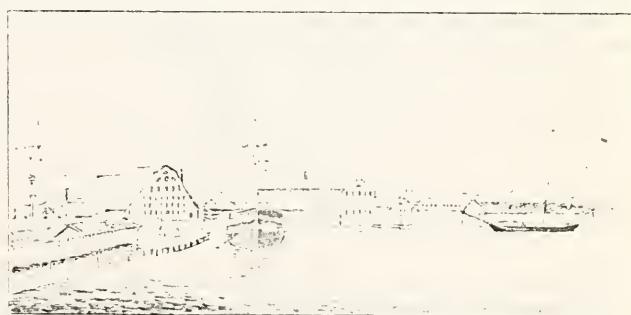
THE OLD-TIME NAVY YARD, FROM A WOODCUT.

there were threatenings of a disaster which the people had learned to dread, and in June the cholera was again upon us, but proved to be less violent than upon a former occasion. The life of the city was not paralyzed nor her growth checked. The long looked-for consolidation of Williamsburgh and Brooklyn, which was consummated during the following year, was provided for by legislative enactment in 1854. One of the beneficent works begun that year was the Brooklyn Collegiate and Polytechnic Institute, for boys; and another, which marked a decided advance in educational affairs, was the establishment of the Packer Collegiate Institute, for girls, which took the place of the older Brooklyn Female Academy.

The consolidated city of 1855 comprised 16,000 acres, or twenty-five square miles, with an exterior line measuring about twenty-two miles in length. Its water-line was about eight and one-half miles long, of which only a portion was docked for wharfage. Stress was laid on its desirability for residence, due to its elevation above the water and the fact that its population was not too dense for comfort; while morally, as a writer of the time said, it was "free from many of the prominent immoralities which are apt to characterize a metropolitan city, and that offend and repel a right-thinking and religious people." It had already earned—and had not then outgrown—the title of the "City of Churches." Its educational facilities were of a high order; its literary and debating societies numerous. One hospital and two dispensaries afforded relief for the sick, and many benevolent associations now in the maturity of their philanthropic work were beginning to command themselves to the public, while the Bible societies, the Tract Society, and the Sunday-School Union and Eastern District Bible and City Missionary Societies were fairly established. Ferry development had already proceeded so far that there were thirteen boats communicating with the opposite shores of the river. Of street railroads there were only four lines in actual operation, though four more were under construction; while communication with remote parts of the city and with adjacent villages was still maintained by stage lines. John S. Folk was chief of police, and controlled seven police districts with two hundred and forty-seven men—the Eighth, Ninth and Eighteenth wards being dependent on their own special police. Thirty hand-engine companies, seventeen hose companies and seven truck companies requiring two thousand and seven hundred men to handle them, sufficed to put out the fires in both the Eastern and Western districts. There were only five hundred and sixteen streets opened, though seven hundred more were on the commissioners' map. The only completed park was the "City Park," near the navy yard. Washington Park, at Fort Greene, which, when first proposed had met with considerable opposition, had only just been enclosed, while Prospect Park was not even suggested. Public sentiment regarding parks was undergoing a change, and expression was already being given to the regret of the citizens that "the grounds for a public park were not early set apart on the brow of the Heights, from which there is a magnificent panoramic view of the city and harbor of New York and the circumjacent islands and shores. It would have been," said its advocates, "a place of attractive resort, and won fame for the city and honor to its projectors." Yet this same improvement could have been put through in 1855 at an expense which seems trivial now, as did then the earlier estimates of 1826, which scared the village trustees

of fire-armis was added to the outcries of infuriated combatants, while missiles of all sorts flew thickly. The riot proceeded during the attempted embarkation of the Know-nothings, to the alarm of those on the ferry-boats and the destruction of some property, but finally the military, under General Duryea, arrived on the ground, the riot act was read, and at last order was restored. While a number of persons were wounded in this affair, only one was fatally hurt, and the recurrence of the disturbance was prevented by the prompt action of the authorities.

Before the summer of 1854 had fairly begun,

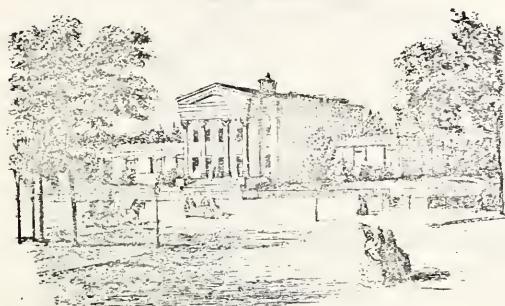


THE NAVY YARD ON A PEACE FOOTING.

from incurring so large an outlay at that time. Nearly all the great cemeteries had been opened, the Atlantic dock had been completed, and the City Hall was the chief architectural adornment of the city. Brooklyn did not possess a satisfactory supply of good water, that for household purposes being obtained from neighboring pumps; but the plans for bringing in the Ridgewood water at a cost of \$4,500,000, were already under discussion, and the consummation of them was not far distant. The total valuation of real estate was \$64,665,117, and of personal property \$8,184,881. These were small figures measured by those of to-day; but they showed how the city had grown in the twenty-one years since its incorporation, when the total real and personal valuation was only \$15,642,290, though that was in itself a seven-fold increase over the figures of 1824. The population in 1834 was 24,310, and in 1854 it was 155,000. The number of buildings in the consolidated city was 19,570, of which 13,582 were new dwellings.

In those days there were fewer stores than Brooklyn boasts to-day, and those were perhaps better known. Public-houses, too, were of a different character from those of to-day, the restaurant then not having superseded the chop-house in which the last generation delighted. Old road-houses, too, were unlike their successors of the present day. Perhaps people expected less; certainly they paid less for many of their pleasures than we do. One of the best-known stores in Brooklyn in the middle of the century was the drugstore of Blagrove, on Atlantic avenue, near Fulton street. It was a popular place in its day, though the sign which hung over the door had become dingy, and the counters lacked many of the

attractive features which a first-class druggist would possess to-day. Near Hicks street, also on Atlantic avenue, was Bennet's circulating library and bookstore, where the students and bookworms of the town congregated. A figure well known to all Brooklyn used to make his daily journey from this point to the ferry. That was the invalid Dominick McLaughlin, whose wheel chair was the centre for those who bought their papers at the ferry. One of "Mae's" sons was afterward head of the mailing department of the *New York Herald*. Sweetzer & Company ran one of the largest dry goods stores of the day, at 155 Atlantic avenue, and on Fulton street, at No. 289, was the "Emporium," so-called, of Thos. W. Woods, where "notions," small



LONG ISLAND COLLEGE HOSPITAL, PERRY MANSION.

furnishings and bric-a-brac were procured. Then there were the Great Republic toy store, whose doggerel advertisements are still remembered; and Gaston's hat store (whose proprietor announced to his patrons that peace was declared in Europe because Napoleon wore one of Gaston's hats), and Walter Lockwood's dry goods store on Fulton street, which ran back to Washington street. Joseph Mumby kept the fashionable bakery at 159 Fulton street, where the weddings and gala dinners of that simpler day were supplied with the cakes, pastry, confections and more substantial fare that were required. For creature comfort there was no place superior to Dent's—Dent, the Englishman who came from New York to settle here, and selected an old, substantial house on Main street, where he gradually accumulated works of art, pictures and bric-a-brac, and gathered a *clientèle* of men who knew how to appreciate the good things he knew how to furnish. Dent's peculiarity was his rampant faith in everything English, which he even carried to such an extent that his game, mutton and other edibles, ever so long before the day of rapid steamers and refrigerating conveniences, were brought from the old country. As for buying ales, beer or liquor in any other country but England, the worthy Boniface would have gone mad at the mere suggestion of such a thing. One of the features of Dent's was the never omitted Saturday night dinner, at which mine host spread his most prized liquids. After the dinner, it was usual for every man to light his pipe, short stem or church-warden, and discuss the affairs of the week from under a fragrant cloud. It is certain that the conversations over Dent's hospitable board were strongly flavored with salt. Those were the days when many of the world-famous clipper ships had their piers on the Brooklyn side of the East river, and the Brooklyn people took as much pride in each one as though every citizen was a part owner. There were the "Red Jacket," "Dreadnaught," "Sovereign of the Seas," "Challenge," and other famous vessels, every one of which had made a record and was adding to it with every trip. This one had made the fastest time to London or Liverpool, that to San Francisco in the old roundabout way, and the next had brought rich freight home from the China seas in an incredibly short time. If one had wanted to offer a Brooklynite a mortal affront, it would have been enough to suggest that his be-canvassed deity was not worthy of the praise he bestowed upon her. Even men who never

smelt salt water in their lives were full of enthusiasm about the clipper ships. Captain McKay, who used to command the "Sovereign of the Seas," knew Dent's—so did Captain Allen, who once had the "Constellation," and Captain Spencer, who sailed the "Grinnell." They were men who could hold their own even with the naval officers whom they met over the chop-house board. Their trips were achievements, and they themselves were seasoned by many a year of adventure and peril. The sailing ships then ran on regular lines between this country and the old; that was before the modern steam vessel had superseded the fleet wooden flyers that carried the American flag into every sea and trained a race of sailors who afterwards supplied our navy. The wayfarer who strayed into the place un-introduced would have found scant welcome, for besides the usual embarrassment which attends the proverbial "cat in a strange garret," Dent had arrived at a point where he could choose his patrons, and this virtually, though indirectly, ruled those whom he served.

Harry Russell was another of the chop-house proprietors. His place was at the corner of Poplar place and Fulton street. He was also a Britisher and his place was much patronized by a solid though unpretentious class of citizens. But drinking rather than eating was the order of the day at Russell's, and

the vessels in which his ales were served each bore the English stamp, while the tables stood upon a floor that was covered each day with fresh clean sawdust, after the fashion of the old country. "Johnny" Force had a place on High street, near Fulton. He took an old private mansion there and fitted it up with a bar in the wide hallway and two parlors where his guests could be served. The walls at Force's were hung with valuable paintings, though of course among them were many of a sporting character. Humphrey Hartshorn, who was on Adams and Willoughby streets, was no exception to the general fashion and thought with the rest that there could be nothing good unless it was English. Indeed all the chop-houses of that day were modelled on the English plan and the era of American restaurants had not arrived. When it did come the



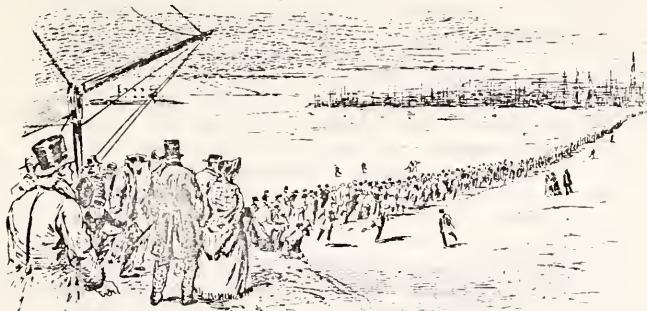
THE BROOKLYN ATHENAEUM.

chop-houses modestly sank out of sight and in their disappearance and the survival of that which seems better adapted to our needs is to be found the best answer to the remark so often made that the ways of the last generation were superior to ours.

In speaking of the old chop-houses the subject of well-known road-houses in the neighborhood of the city naturally presents itself, though, regretfully, we must deny them more than a passing mention here. Perhaps the best known of these was Mort Tunison's on the Long Island road. Poor Mort, who years afterwards, when trouble came and the world was not quite so fair to him, took his own life. His place was famous for good suppers and especially for good juleps, then a very fashionable drink for the class of men who love a half-way house. Then there was the old Baker Tavern, where James Bennett kept his hospitable and propitious comfort for man and beast. It stood where the Flatbush depot of the Long Island Railroad is now and was a place where a good dinner could be got at a small price. Susan Terries kept the Prospect House, the first inn after the Baker House was passed. Constable Funk afterwards bought her out and the place became a centre for those who loved the excitement of fox-hunting, which at that time the open country in the neighborhood afforded. It was a common thing to see the yard full of horses, hounds in leash dozing or quarrelling in the care of the attendants, doughty fox-hunters in their top-boots and riding apparel gathered from far and near either to discuss the possibilities of the hunt to be ridden or the incidents of the one just finished. McNamee had the old tavern at the toll-gate near the Park in '67. Its proximity to the fair-grounds of the Park Association of course helped its business greatly, and there were many men well known by name to every Brooklynite of the older generation, whose business or pleasure led them out on the road and to whom McNamee's was a delightfully convenient stopping-place. Among such were Snediker, Dakin, Polhemus, the Hoaglands, Marshall, and many more.

In 1856 Brooklyn was approached by a genuine epidemic of yellow fever. The extensive wharfage and the miles of shore line exposed to the southerly summer breeze, render this city peculiarly liable to the introduction of communicable diseases from infected vessels anchored near shore. The alluvial soil near Fort Hamilton became water-logged after a heavy rain on July 9, 1856, and this was succeeded by other

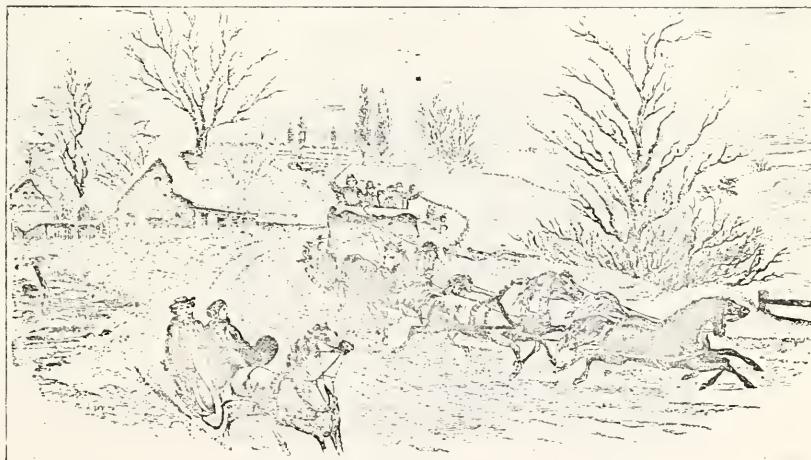
heavy rainfalls and high temperature. At the same time many vessels infected with yellow fever were anchored in the Narrows, between Long Island and Staten Island, all the way from Gravesend Bay to Owl's Head. The first fatal case of yellow fever occurred on shore July 24, and soon thereafter panic and a general exodus from the city resulted. It has been supposed that the infection came from foul bedding thrown overboard from infected vessels and picked up along shore by the poor people living at Bay Ridge. But Dr. A. N. Bell, our first authority on epidemic diseases and quarantine, has shown that the first cases were among the well-to-do owners of the villas on elevated ground, exposed to the wind



THE ORIGINAL EAST RIVER BRIDGE. CROSSING ON THE ICE IN 1832.

passing over the infected vessels; that the poor people on the shore were the last to contract it—after the soil had become infected. The disease was practically limited to the unpaved Bay Ridge shore, the water-shedding paved streets of the city protecting that district. There were only ten cases in the city, all traced to infected places or things. Dr. Bell, who was active in instituting remedial and preventive agencies at this time, demonstrated clearly the superiority of practical sanitation—the separation of the patient from infected places—over the then method of quarantine. And he further demonstrated the non-contagiousness of this disease, by personal contact with the patients. The total number of cases in the infected district was 175: in Brooklyn, 10; and in New York city, 34—these, as in Brooklyn, were all traced to infected material. The Fort Hamilton Relief Society, under the presidency of Paul A. Oliver, through its hospital, of which Drs. Elisha Harris and A. N. Bell were attending physicians, and Dr. C. G. Rothe resident physician, and through its organization for the charitable care of the afflicted poor, did a noble and efficient work during the epidemic.

What Brooklyn was before the introduction of water from a public and adequate source is hard to realize. The gathering of various streams and small bodies of water into one general system, to be a



SLEIGHING ON THE JAMAICA PLANK ROAD.—RETURNING FROM SNEDIKER'S.

treasury upon which all the drafts of a thirsty city should be honored, did not come at once with the need of it. On the contrary, Brooklyn suffered for years from an inadequacy in this respect, and tried to make the private wells and municipal tanks of her infancy answer the needs of maturity. It was folly of the kind that most cities that grow rapidly must plead guilty to; a folly that cost Brooklyn hundreds of thousands of dollars from great fires and unnecessary sickness from polluted springs. Among the early

Plans suggested for remedying the evil was one which showed how the gravity of the situation was underrated by the citizens, and how little they realized the subsequent growth of the city. It was proposed very seriously to build a well at the foot of Fort Greene and pump the water from there to a high-service reservoir on an adjacent hill. Among the variations of this plan one was advocated which would combine several wells, and the point of disagreement which finally defeated them all seemed to have been upon the subject of engines to do the pumping. The plan for the Ridgewood water-works, which was ultimately proposed, met with a ready and appreciative response from some quarters, especially in official circles, but upon being submitted to the people for popular vote it was twice defeated. However, the necessity of the city made the adoption of such a measure only a matter of time, and finally on the 12th of April, 1855, the advocates of the scheme were delighted at the passage by the Legislature of an act incorporating the Nassau water-works. The capital stock of the new company was fixed at \$3,000,000, with power to increase it to \$6,000,000 if necessary. On the 11th of November the city council passed a resolution authorizing a subscription of \$1,000,000, (which was afterwards increased to \$1,300,000) to the capital stock of the Nassau Water Company. This subscription was conditional, however, upon the success of the directors in raising the remainder of the capital within a specified time. Upon the 1st day of July, two months and a half after the granting of the charter, the company broke ground for the new work. The beginning was made at the place now known as Reservoir Park on Flatbush avenue. The thing was, of course, to get the people of the city as fully interested as possible and to this end the services of well-known speakers, the exhilarating strains of bands of music and the presence of crowds of people made a gala occasion of the throwing of the first spadeful of earth from the new reservoir. Flags were flung to the breeze and many very pretty and patriotic things were said, and the general jubilation suggested a victory—as indeed it was—over the twin enemies, sickness and fire.

A board of water commissioners was appointed on the 11th of February, 1857. Later the Legislature enacted that the board should be also a board of sewer commissioners. The introduction of the Ridgewood water into the city mains took place on the 4th day of December, 1858, and within the month its first public use was made in extinguishing a fire which under the old *régime* would probably have proved very disastrous. There was a general demand for a grand jubilation; the common council arranged for a celebration which should fitly commemorate an event which was justly estimated to be an important one in the annals of the city. The day fixed for this great pageant was the 27th of April, 1859; when the time arrived there was a great crowd of people assembled and they were addressed by Governor Morgan, Peter Cooper and other prominent men, while the usual accompaniments of a popular celebration were not wanting. Both public buildings and private houses were decorated, and in the evening, following a grand parade, fireworks and illuminations added brilliancy to the city streets and squares.



AT FULTON STREET AND GRAND AVENUE.
A relic of the pump days.



THE BROOKLYN PHALANX IN CAMP NEAR BLADENSBURGH, MD.
(*The 1st Long Island, or 67th N. Y. Vols., known as "Beecher's Pets."*)

DURING THE CIVIL WAR.

1861-1865.



THE feeling with which Brooklyn regarded the approaching and inevitable war precipitated by the Southern states in 1861 was loyal and strong. Of course there was a small proportion of the population who sympathized with the Southern cause, but the percentage of such was probably less here, for many reasons, than in New York City. A rapid and general crystallization of sentiment occurred. It was shown in public meetings, in fervent speeches, in enlistment offices where men were enrolled for military service. The prevalent feeling found its expression in measures both defensive and aggressive by which our people sought to protect their interests at home and furnish to the national government the aid and comfort which it sorely needed. One needs but to glance at the honor roll of Brooklyn regiments that did service on many a southern battle field to understand how thoroughly and loyally the patriotic impulse was sustained. President Lincoln's proclamation calling for seventy-five thousand volunteers rang through the country with amazing effect. It was the bugle call to "boots and saddles." Nothing could bring quite so close to the minds of the people the urgency of the nation's need. In Brooklyn the response was patriotic, enthusiastic, immediate.

The president's call was responded to by the opening of recruiting-offices and the preparation of the militia bodies, already organized, for the field. The excitement seemed to penetrate everywhere—to permeate everything. From the offices of the newspapers to the pews of the churches, from the tent of the recruiting-officer to the dormitory of the Packer Institute, zeal was at a white heat. Among those able to bear arms there was rivalry as to who should be the first to volunteer. The 13th, 14th, 28th and 70th militia regiments made preparations for active service. The young men were naturally the most active and enthusiastic of those who thronged to swell the patriotic ranks, but to them did not belong by any means a

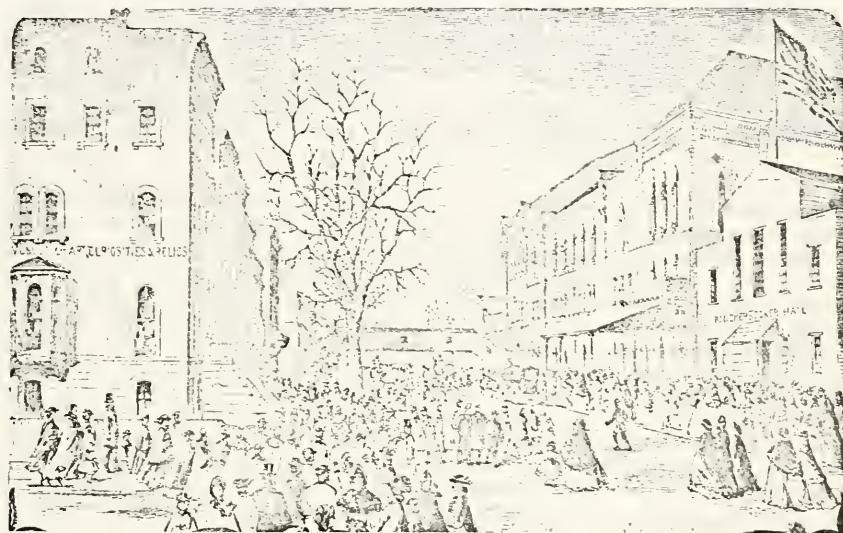
monopoly of warlike sentiment. Thousands of those in the prime of life made arrangements to leave their business and their families and go with the boys to the front, while not a few veterans, whose recollections were of Monterey or Buena Vista, shook off the weight of years and rubbed the rust of almost forgotten campaigns from their old swords.

The attitude of the citizens of Brooklyn found its corresponding expression in the activity of the various organizations, civil, religious and commercial, in the city. The initial action of the common council in appropriating \$75,000 for the relief of the families of volunteers was generally applauded. At the churches patriotic sermons were preached and collections taken, the sum of which was even more eloquent than the impassioned words of the clergymen; in one of the churches, the Pierrepont Street Baptist, over a thousand dollars were contributed toward equipping the 13th and 14th regiments for the field on an impromptu call. Plymouth Church responded in a similar way to the same call and private citizens donated liberally. In several churches the members met to make bandages, scrape lint, and otherwise prepare for war. The 13th and 28th regiments were the first to leave for Washington, General Abraham Duryee forwarding them with all dispatch. Every day the interest increased; all business had been virtually suspended at the outbreak of the excitement and men could find nothing but war and war preparations to talk about, but before the end of April the pitch of enthusiasm which was reached made the first outbreak seem paltry by comparison. If Brooklyn had been the centre of a camp and that camp in the heart of a hostile country the constant rush of men intent on war, the march of uniformed regiments, the uninterrupted music of martial bands, and the universal display of bunting could hardly have been greater. Another act of the common council at this juncture also met with the commendation of the citizens; this was the authorization of a loan of \$100,000 for the equipment of volunteers and the support of their families.

One of the most popular acts of this time was a pledge made by the Union Ferry Company to continue to all the families of the employees who should volunteer the payment of their salaries and to re-employ all men who should leave them for the country's service, as soon as their term of enlistment was concluded. Private firms were not to be outdone in their response to the general demands. One company not only followed the example of the Union Ferry Company in regard to the salary pledge but went further in furnishing equipments to all of their enlisting employees. Twenty-five thousand dollars of the city loan of \$100,000 was taken up by the Mechanics' Bank. One of the most popular expressions of the prevailing wish to do something for the cause was shown in its various contributions toward the support of the families of volunteers. Never before had a more earnest effort been made by those who could not take an active part in the conflict to free the hands of those who could by assuming their responsibilities. Those whose inclination and sense of duty led them to the front were cheered by the knowledge that those who were dependent upon them for daily bread would not be permitted to suffer. There is little doubt that the enlistment rolls were increased by a hundred per cent by this thoughtfulness on the part of those whose willing spirit was stronger than their flesh. There was an association for the relief of volunteers' families which at its meetings raised thousands of dollars for this worthy object. The citizens of Greenpoint (17th Ward) at a public meeting organized a committee of relief which accomplished much good. The women did noble service in preparing hospital stores and doing all that their fair hands could to comfort those who were bearing the brunt upon far-away battle fields—if indeed they, who had husbands, fathers, sons and brothers in the army did not themselves support the most difficult rôle. The medical fraternity too were prompt in performing the important service which lay in their power. At a meeting of the Kings County Medical Association the members resolved to render professional services to the families of volunteers without pay, and in addition to this service many of them, not content with this home service, sought more active labor at the front. One of the incidents which is recalled by those who participated in it with lively interest was a surprise party that visited the house of Postmaster George B. Lincoln. The postmaster had been notified that a certain number of physicians were needed immediately and was requested to secure volunteers; going the rounds of the offices at a time when most of the doctors were at church, he succeeded in seeing but a very few, who however, to a man, offered to go. Some acquaintance, learning of his mission, hurried to police headquarters and by using the department wires soon had every captain in the city organized as a visiting committee to drum the doctors up, with the result that the postmaster upon his return home found his house packed to overflowing with doctors, all eager to be of service. There was decidedly an embarrassment of riches, those who demanded to be sent being vastly in excess of the number required. But at length the twenty called for were selected and Mr. Lincoln was left to wonder how his mission had been so promptly learned and responded to. In addition to the doctors many ladies volunteered as nurses and went to the front. It will never be forgotten that Brooklyn, in common with other northern cities, sent not only her men but her women as well to the service of the nation.

The activity of those whose interests were with the South cost the United States a vast deal in arms and public works in the early part of the civil war. Among other portions of the national military and naval equipment upon which the eye of the secessionist rested covetously was the Brooklyn navy yard,

and a plan was made to seize the important post, whose commanding position and stores of munitions of war made it so desirable to either side. The general belief that something of the sort would be done, or at least attempted, gave cause for a great deal of uneasiness. Captain Foote, who was left temporarily in charge of the navy yard by Commodore Bell, during the latter's absence, became the hero of what was long known as the Navy Yard Scare. Mayor Powell was one day waited upon by Captain Foote with the alarming story that a plot to burn the navy yard had been discovered and that it would be out of the captain's power with the eighty men under his control to frustrate it unless he had aid from the city. The party who were to make the attack were supposed to be coming from New York city. The rendezvous was to be in the city park near the navy yard, from which place by the use of fireballs, etc., the incendiaries could easily accomplish their purpose. Since the government in the person of its officers had appealed to the city the mayor promptly responded, placing a thousand policemen in citizen's dress at or near the park, so that they might be ready to afford the required assistance. The 17th Regiment was in readiness at the Portland avenue arsenal and the 14th was under arms, while the river-front was patrolled by row-boats. In view of this prompt action the enemy reconsidered their plan and the navy yard was saved. In spite of the attitude and criticisms of some people it seems entirely probable that the danger was a real one and that had not Captain Foote received the information that he did the Brooklyn navy yard would have been demolished. Rear-Admiral Hiram Paulding was placed in command of the navy



THE SANITARY FAIR IN 1864.

yard in '61 and held that post until '65. Much of the work of the navy yard during this active period was in the fitting out of vessels purchased from the merchant marine. These were converted into cruisers and many of them did excellent service in the navy after their adoption. There were in all four hundred and sixteen of these "converted" vessels that passed through the hands of the navy yard workmen, of whom there were five thousand three hundred and ninety employed during a single year (1864) their pay for that time amounting to upwards of \$3,000,000. One of the attempted "steals" from the navy yard was that of the "Varina," a United States survey vessel from the south, by her southern commander. His plan was to withdraw quietly and run down the river at night, thence making an uninterrupted course to one of the states flying the palmetto flag. The scheme was frustrated, however, by the success of some of his crew in communicating with the commander of the receiving ship "South Carolina," who managed by stretching a line across her course to stop her and empty her of her men. An event which aroused much attention at the commencement of the following year (1862) and which, as it proved, was of signal importance to the Federal cause, was the launch of the "Monitor,"—the "cheesebox on a raft," as the Confederates called her. The craft was committed to the water in January, was placed in commission on the 25th of February and only eleven days later performed in Hampton Roads that amazing naval act which still reads like a chapter from the Arabian Nights and at the time almost convinced men that the days of chivalry and magic had returned.



THE NEW ENGLAND KITCHEN AT THE SANITARY FAIR.

During the years of the war Brooklyn throbbed to the beat of a drum. The most familiar sight was a recruiting-tent, there being sometimes six or eight at a time in the City Hall square and in open parks about the city as well as at the navy yard; from these soldier-mills those who entered plain citizens came out duly accredited with the patriotism and martial spirit which just then was the most popular thing a man could be possessed of. In April, 1861, a war meeting gathered 50,000 people at Fort Greene, where from the three stands, speeches were made and resolutions were read. A national home guard was also organized at that time. The 13th Regiment of militia went to the front on the 22nd, and the 28th Regiment on the 30th of April. The "Reserves" of the 13th left soon after to join that body at Washington and the 14th, as the 84th N. Y. Vols., commanded by Colonel Alfred M. Wood, followed on the 20th of May, their term of service to be for three years or for the war. Colonel Wood was the president of the board of aldermen, and the chair was vacant so far as the election of a permanent chairman to take his place went, till his return. His conduct on the field, his imprisonment, his triumphant return and welcome by his fellow-citizens, which are a valuable part of Brooklyn's share in the war, are described in the sketch of Colonel Wood to be found among the lives of the mayors of the city elsewhere in this volume. The 14th, like many another brave regiment, wiped out the memory of the first Bull Run battle by a record full of courage and devotion, under Colonel E. B. Fowler. Appended to this chapter we give what has not heretofore been printed, except in official records, a full list of the regiments and companies recruited in Brooklyn, omitting only the details of their service. The militia regiments at the beginning of the war were the 13th, 14th, 28th and the 70th; of these the 14th, (under the volunteer designation of the 84th N. Y.,) as has been said, enlisted for three years or the war, having offered itself to the government and been accepted on these terms. The 13th returned at the end of July, and a few days later the 28th came home and was mustered out of service. Early in the following year a new militia regiment, the 56th, was organized in Brooklyn. A year later the great draft proclamation, ordering the service of 400,000 men for nine months, induced a great public demonstration which was held at Fort Greene on the 15th of August, 1862. The result of this "Union meeting," as it was called, was a fresh burst of enthusiasm, under the influence of which additional bounties were offered to those who would volunteer. The quota for Kings county which the order called for was 4,294 men, and an effort was made to raise the number by voluntary enlistment without having recourse to the draft. The contributions to the bounty fund materially aided this labor. It is not to be wondered at that Brooklyn found it harder to raise volunteers in 1862 than in 1861. She had already sent out ten thousand. When the stream once began to flow, however, it came like a flood. Four regiments of the "Empire Brigade" were recruited in an incredibly short time and for a while the city seemed given over to recruiting-officers, each going about like a little Highland chief, with his "tail" of from one to a dozen men, and all heading for one or another of the various tents, where the recruits signed and received their

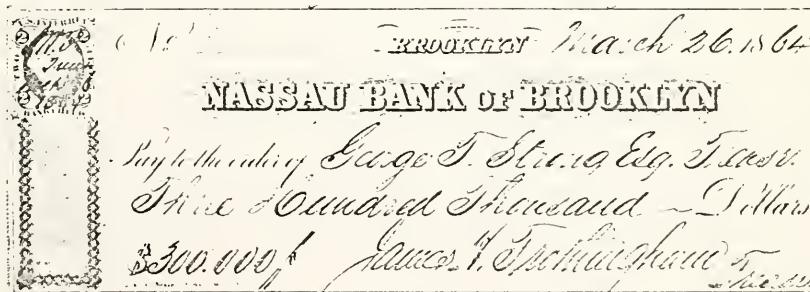
"bounties," which the banks immediately cashed; the Mechanics', in one day, cashing 175 of the checks (\$30 each).

Several times the militia regiments were called out to do service in other states, which was a straining of the conditions of service which the exigencies of the time demanded. The call in response to which thousands of Brooklynites of the National Guard precipitated themselves into Pennsylvania in June of 1863, was actuated by a real danger, but the boys came marching home again from their Gettysburg campaign none the worse for wear.

The terrible draft riots of '63, which made New York a place of peril and bloodshed, did not visit Brooklyn, though it was greatly feared that it would. Every precaution was taken to guard against a presentation in Brooklyn of the tragedy which was being played across the East river, and the people here were not only successful in warding the danger from their own doors, but in sending aid to the sister city in her distress. A company of Brooklyn boys reinforced the New York militia, who were defending the state arsenal against the mob, and did good service. Following this the draft was enforced in Kings county in September of that year. A seventh of all the persons liable to conscription in the Second and Third districts was called for, the quota being 3,075 in the Second, and 4,045 in the Third districts. A substitute fund of \$500,000 was voted by the common council to aid in exempting firemen, exempt firemen, certain of the militia men dependent upon their daily labor for support, and a few others. The firemen and militia men were afterwards omitted. The board of supervisors of Kings county voted to borrow \$250,000, for the purpose of paying a \$300 bounty to every substitute enlisted in place of a drafted man; and a good deal of care was taken in paying these sums, because a new industry had sprung up, which, in the Hibernian vernacular, was known as "fapin' the bounty,"—or in other words, "bounty-jumping,"—which, being translated, signified a nimbleness in enrolling in one place, receiving the \$300 and then performing the same financial operation at another recruiting-office. Perhaps next to the bounty-jumpers, the men who gave most trouble to the supervisors and their agents at this time were the regular bounty brokers, who believed that all business should be done through their hands, and were scandalized that the committee should pay the bounty directly into the hands of the people it was intended for. One of the stirring and memorable scenes of 1864 was the return of the 1st Long Island Regiment, the "Brooklyn Phalanx," on furlough and to recruit. With their gallant record of fourteen battles, only 234 men marched up Fulton street on that sixth day of January, of the thousand that had gone away two years and a-half before. The 28th N. Y. S. N. G. escorted the little band to the city hall, where they were cordially welcomed home. This was the first of a succession of similar returns.

The constant and increased calls for men necessitated the adoption of unusual means to meet the demands made upon this community. At the outset men had been glad to go and had pressed eagerly to the service, and for some time there was no difficulty in raising volunteers; but, with the exhaustion of the best material and the most generous youth of the city, there was no corresponding diminution in the exactations of necessity; and we have seen how the offer of bounties was made and then increased with each draft. Finally, in addition to the bounties, "premiums" and "hand money" were found necessary. As soon as men were mustered out they were met by the recruiting-officers and induced, if possible, to re-enlist, and many did so, even before they had returned home.

Up to the close of the war the difficulty grew, and yet no city in the country did more, or did its duty more readily than did Brooklyn, and her record is one which will ever be pointed to with pride whenever the story of the Federal soldiers of the war is published. The noble work of the Sanitary Commis-



FIRST FRUITS OF THE SANITARY FAIR.

(Treasurer Frothingham's first payment on account. Nearly \$100,000 additional proceeds held as a reserve.)

sion is, perhaps, hardly understood to-day, or its name fails to convey any adequate idea of its purpose, scope and accomplishment. Officered by men whose labors were given without remuneration and whose travelling expenses were paid out of their own pockets, the commission disbursed hundreds of thousands of dollars in one of the most wise and far-reaching humanitarian schemes that ever was devised and executed by man. As some one pithily said, "The sanitary commission is simply the national sympathy for the soldier and his friends, organized and systematized in its operations." While the government, through its enginery of hospitals and appliances of various kinds, was doing what official intelligence and care could, it of necessity fell short of tender provision for sick and wounded men and comfort for well men, who were human under their soldier jackets, and got blue and homesick and heartsick like the rest of mankind. The sanitary commission was human charity working side by side with the government machine. It had its eyes everywhere, inspecting the sanitary arrangements of camps, inspecting soldiers' clothing, inspecting the home necessities of his family, inspecting the hospital accommodations and services, the medicines, the food, the thousand and one things necessary for his well being, and finding, with each inspection, something to supply, something to do. As far as possible the soldier was to have some of the rough edges smoothed for him. The sanitary commission said, in effect, to the government, "That soldier is young; let him fight for you and do all that he can to save the country; let him give his strength and his life, if necessary, for you—but meanwhile I will be a mother to him."

The War Fund Committee of the city of Brooklyn and the county of Kings was organized in 1862, with authority to add to its numbers at discretion. The organization, which was effected in the month of September, was subsequently approved, and the work of the committee, then only just begun, was enthusiastically endorsed by the people in one of the largest public meetings ever held in the city of Brooklyn. The objects of the committee were to aid in procuring recruits, to succor discharged soldiers, care for the families of those who had been killed or who had died in the army or navy, relieve the sick and wounded, procure the pay or pension of those entitled to such emolument, to assist the sanitary commission and promote all its objects, and also aid the allotment committee in its work of philanthropy. In fact, the committee was intended to step in everywhere and lend a helping hand whenever one should be required; collect, beg, canvass, investigate, bestow wherever the large hand of Christian charity might find a worthy object. The origin of the committee was in the appointment by the governor of New York of two committees, one in the second and the other in the third senatorial district each of which was to endeavor to raise a regiment of volunteers to serve for the usual long term of "three years or the war." About the same time the board of supervisors appointed a large committee, whose purpose was to act as auxiliary to the authorities in labors similar to those undertaken by the governor's committees. In both cases the primary object was to increase the numerical efficiency of the army and navy. The separate committees had not been long engaged in their work when the imperative necessity for the existence of a central committee, to do more than merely recruit soldiers, should be formed. Back of the recruiting-tent lay a popular sentiment, and this must be fostered and stimulated in every possible way. The patriotism of one class must be appealed to, to supply the sinews of war, and to another class inducements offered to swell the musters of recruiting regiments.

When the War Fund Committee began its work, one of the first things done was to form sub-committees to the number of six. These were known as the committees on finance, enlistment, the sanitary commission, sick and wounded, pay and pension, and medals. Among the prominent gentlemen whose names appeared on these committees were Messrs. Low, Benson, Pierson, Frothingham, Caldwell, Wyman, Griffith, Chittenden, Meigs, Pierrepont, Strickland, Burnham, Stephenson and Baylis. At an early period in the history of the committee, Dr. Bellows, the famous president of the sanitary commission, was invited to lecture before it upon the purposes and work of that body, and especially upon the wants of the army. This he did in an able address, delivered on the 15th of November. The immediate result of Dr. Bellows' lecture was a resolution that the sub-committee on the sanitary commission be empowered and instructed to make arrangements for a public meeting, to be held as early as practicable, for the purpose of organizing the efforts of the citizens in behalf of our suffering soldiers, and that the committee be furthermore requested to arrange with Dr. Bellows for the co-operation of the sanitary commission. Mr. Johnson, who was chairman of the sub-committee referred to, reported at the next meeting that arrangements had been made to hold a public meeting at the Academy of Music on Monday evening, November 24th. Two hundred dollars were appropriated to defray the expenses of the meeting, which proved to be the largest and most enthusiastic gathering that had ever assembled under a roof in Brooklyn. The hall was not sufficiently large to hold more than a part of the people who wished to attend, and Dr. Bellows' stirring speech was listened to with the most eager attention. At the close of the meeting a number of ladies of the different churches organized a band of workers to act as auxiliary to Mr. Johnson's committee. A few days later, in the lecture-room of the Church of the Pilgrims, these ladies met a delegation from the Woman's Central Association of Relief from New York, and there and then planned the Woman's Relief

Association of the City of Brooklyn, a name which soon became associated with much patriotism, sacrifice and noble endeavor.

The formal agreement upon articles of association took place at a meeting held upon the 6th of December, 1862, and the objects of the society were defined. They were "to stimulate, concentrate and direct the philanthropic efforts of the community in behalf of the sick and wounded soldiers of our armies; to obtain and distribute reliable information concerning their immediate and prospective wants; to collect supplies of hospital stores and medical comforts of all kinds, and generally to advance the views and objects of the sanitary committee as appointed by the war fund committee of the city of Brooklyn and the county of Kings, to which it shall be distinctly and permanently auxiliary, and to whose disposal all receipts of whatsoever nature shall be subject." The United States Sanitary Commission announced that the society would be recognized by it as the Brooklyn auxiliary. During the first year of its existence, it turned over about \$60,000 worth of clothing and stores to the sanitary commission. Mrs. J. S. T. Stranahan was elected president of the Woman's Relief Association, and its secretary was Mrs. J. N. Lewis, while among its members were found the names of many ladies prominent in social life and in church and charitable work. A "sanitary fair" had been proposed in 1863 by Mr. James H. Frothingham, and a committee to organize such a fair was now appointed, consisting of Dwight Johnson, J. S. T. Stranahan, E. S. Mills, James D. Sparkman, Henry E. Pierrepont, James H. Frothingham, Thos. T. Buckley, Arthur W. Benson, Ambrose Snow and S. B. Caldwell. At a meeting of which Mr. A. A. Low was chosen president, and Mr. Lambert secretary, it was resolved to appoint an advisory board to co-operate with the Woman's Relief Association in the conduct of the fair.

The fair took place in 1864, and was the great event of the year. It was organized and conducted through the joint efforts of the War Fund Committee and the Woman's Relief Association, aided by the Female Employment Society and other minor clubs and committees, as well as by private individuals. The plan for the fair was given up in 1863, as it was then feared that the effort might interfere with those of local organizations, without achieving a result which would equal the aggregate of their contributions to the common cause. In every possible way the committees had labored to raise money for hospital and kindred uses, but it seemed as though most of the channels through which contributions had flowed to them were exhausted; again and again the churches had been appealed to, responding nobly, and from every other source the gifts had been unstinted. Now the idea of a mammoth fair, once having been started, grew in favor, and although for a time defeated in the councils of the committees, was finally revived. The plan, as first agreed upon, contemplated a union of forces between New York and Brooklyn, under the title of the Metropolitan Fair; this being suggested and accepted because Brooklyn was not up to that time accustomed to believe in her own ability to accomplish any great result without the correspondence of her twin city. The first public announcement of the fair met with such instant and unqualified approval



COLONEL ALFRED M. WOOD.
(*Lead the 14th at Bull Run.*)



COMPANY "G." BROOKLYN FOURTEENTH. IN CAMP BEFORE FREDERICKSBURG, 1862.



COLONEL EDWARD B. FOWLER.
Fourteenth Regiment.

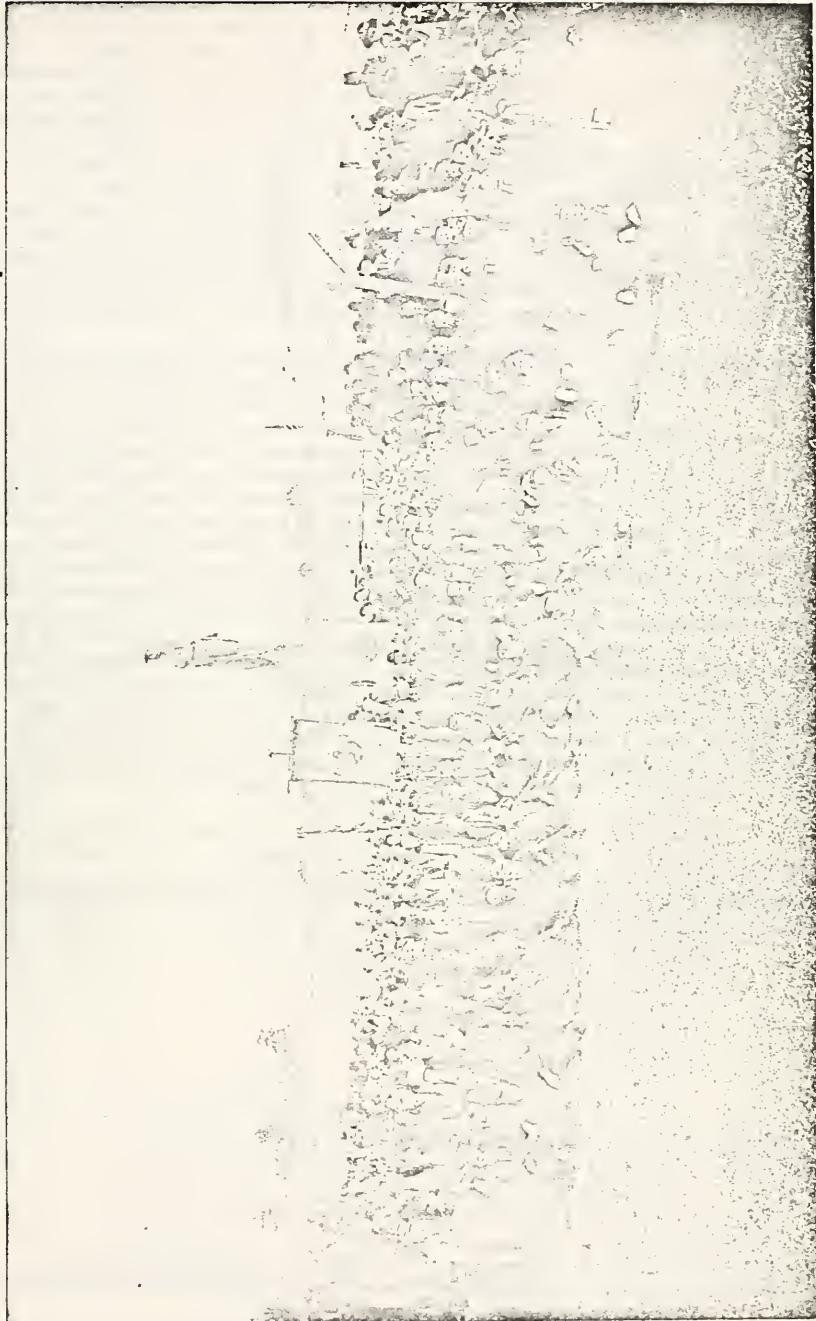
on the part of the people of Brooklyn that the committees were forced to the conclusion that they had under-estimated the ability of this community to stand alone. When New York suggested a postponement as advisable or necessary, the War Fund Committee here, with its co-workers, after a long debate, decided to proceed alone. Dr. Bellows afterwards alluded to this decision as the only justifiable kind of secession. Then pulpit and press caught fire, counting-house and office, store and home blazed in sympathy. Nothing was talked of but the great fair in which local pride, as well as philanthropy and patriotic sentiment was fully enlisted. Mr. Beecher from his pulpit gave the scheme the support of his genius, and to his words of burning eloquence were added those of the ablest clergymen in the city, while the press caught up their impassioned appeals and added to them and circulated them in every corner of the city. A guarantee fund, headed by John D. McKenzie and subscribed to by A. A. Low, S. B. Chittenden and many others, grew to noble proportions. Gifts of all kinds together with offers of aid of every description, poured in, and in the meantime the committees worked with a will to organize an affair which up to that time had never been equalled.

The place fixed upon for holding the fair was the Academy of Music, which was secured, and the erection of two auxiliary buildings was begun; one of these was known as Knickerbocker Hall, and the other as the Hall of Manufactures and New England Kitchen. In addition to these the Taylor mansion, at Montague and Clinton streets, was taken and connected with the others, to serve as a museum of art and curios. The time fixed for the opening of the great fair was Washington's Birthday, and as the time approached it became evident that the wildest expectations of those who originated it were to be realized or outdone. Cincinnati had raised in a similar manner the sum of \$240,000 for the same object and her gift to Brooklyn was in the form of a challenge, being a mammoth broom, upon which was the following inscription: "Sent by the managers of the Cincinnati Fair, Greeting: We have swept up \$240,000; Brooklyn, beat this if you can." A little later a way was opened to append the following legend to this challenge: "Brooklyn sees the \$240,000 and goes \$150,000 better."

One of the notable features of the fair was the New England kitchen, a spacious room fitted up with all the appurtenances and furniture of a veritable old-time farmhouse kitchen, where the hum of the spinning-wheel was heard, the glow of whole logs in the great chimney cast a cheerful hue over the crowds that frequented the place, and the chowder-pot at intervals was emptied for the benefit of the visitors and replenished for the delectation of their successors. All of the attendants in this room were in costume and no pains were spared to make the *vraisemblance* perfect. It is doubtful if any one feature of the fair is so perfectly remembered to-day by those who had the pleasure of visiting it as this. The Hall of Manufactures, as well as the art galleries and collections of various kinds, attracted also their share of attention, while in the beautifully-decorated, brilliantly-lighted central hall the vast throng of those who bought and those who only came to see, surged and elbowed and shouldered till it seemed a mystery that



FOURTEENTH REGIMENT TABLET, FOOT OF CULP'S HILL, GETTYSBURGH



DEDICATION OF THE FOURTEENTH REGIMENT MONUMENT AT GETTYSBURGH, OCTOBER 20, 1887.

human nature could stand so much crowding without getting out of temper. The grand result of this effort was a contribution of \$400,000, out of which a considerable surplus was retained by the managers as a basis for future work and contributions. Dr. Bellows, in commenting upon the matter, said that it was the largest sum which had been contributed from one source for the purposes of the commission. The fair closed upon the 8th of March. It was not only a magnificent charity, but was as well in the very highest sense educational as to what Brooklyn could do when thoroughly aroused. The daily announcements, made from one of the boxes, of the net results up to date, were profoundly interesting and acted as a stimulus to increase the total to the magnificent proportions finally achieved.

The United States Christian Commission, for the dissemination of sound literature in the army and navy of the Union, had a large field of usefulness. It was organized in March, 1864, and numbered among its officers some of the wisest and most influential men in the community. Its first meeting here was held in the Reformed Church on the Heights, and its headquarters were in the Hamilton Building, at the corner of Court and Joralemon streets. It was the work of the Christian Commission not only to circulate literature, but also to use every other means which could be suggested to keep the moral and spiritual tone of the army and navy elevated to Christian standards, a labor of which many an officer learned to appreciate the value.

When the last glad news from the battle field was read and the whole people were delirious with joy over the news of General Lee's surrender; when men had done with shaking hands and congratulating one another, and old gentlemen began to remember their dignity again and refrain from acting like boys, Brooklyn fell once more into the old ways of trade and activity of a civil and pacific nature; but stop—fell once more into the *old* ways? The city had never lost them. While the civil war was going on Brooklyn was adding to her business, adding to her manufactories, adding to her ship-building, her railroads, her streets, her edifices, her population. Thousands of buildings, from dwelling-houses to ferry-houses, from wharf sheds to mills, called for hundreds of miles of graded and paved thoroughfare that did not exist when the war began. The ship yards were busy. At Greenpoint the hands at Rowland's, at Underhill's and at Steers' Docks numbered many hundreds, and every sort of craft, from a ferry-boat to an iron sloop of war, or a monitor, was launched during 1864 and '65. The increased prosperity of the city in the years immediately succeeding the war will be discussed in another chapter. To this it only remains to add from official sources the war records of men recruited in Brooklyn and the organizations in which they served.

The designation "militia" was changed to "national guard" in 1862. Certain militia regiments became volunteer organizations, offered to and accepted by the United States. Others remained members of the National Guard. Besides these were regiments and companies, etc., independently recruited for Federal service. Some of the militia regiments changed their numbers, being known by new official designations; others again, in addition to their numerical designation, were called by regimental synonyms. Certain of them which were not reorganized furnished both officers and men to the volunteer commands.

To take the military bodies recruited in Brooklyn in numerical order, we will begin with the 4th Regiment of Cavalry, of which Company I and part of M were Brooklyn men. The regiment left the state



THE FOURTEENTH REGIMENT AT GETTYSBURGH.

Capture of Davis' Mississippi Brigade, July 1, 1863, by the 14th Brooklyn, 95th N. Y., and 6th Wisconsin. Col. E. B. Fowler commanding. From a water-color by Conrad Freitag, Co. B., after sketch made while he lay wounded.



THE BROOKLYN 13TH IN CAMP NEAR HARRISBURGH, PA., JUNE, 1863.
(Col. J. B. Woodward, commanding. Stationed here to guard the Bridge.)

in August, 1861, served in Blenker's Division, 5th Corps, and afterwards in other divisions, both in the Army of the Potomac and the Shenandoah until 1865. The 5th Cavalry, of which Company I was recruited in Brooklyn, was known as Bliss' Cavalry. Leaving for the front in November, 1861, it took part in a very large number of engagements, serving with the Department of Annapolis, that of the Shenandoah and the Army of the Potomac. In July, 1865, the regiment was mustered out. "Scott's Nine Hundred" was the synonym for the 11th Cavalry, recruited by Colonel James B. Swain. Company F was raised in Brooklyn, and with the first ten companies mustered into service, left the State in May, 1862, serving with the Department of the Gulf and afterwards with that of the Cumberland. It was discharged in July, 1865, and a number of its members re-enlisted under battalion formation, Major George W. Smith commanding. The battalion was mustered out at Memphis, Tenn., September 30, 1865. The 13th Cavalry, which, under command of Colonel H. E. Davis, saw service in the Pennsylvania campaign and afterwards with the defences around Washington, had three companies recruited in part in Brooklyn. The 16th also drew some men from here. Known as "Sprague's Light Cavalry," it left the state, under command of Colonel Lazelle, in September, 1863, and was mustered out in August, 1865, those of its men whose terms of enlistment had not then expired being transferred to the 13th Volunteers, which was reorganized under the name of the 3d Provisional Cavalry. Part of the 23d Cavalry (Sickles) was enlisted in Brooklyn in 1863 and 1864. Its scene of action was in Virginia.

Of the artillery regiments, the 4th, originally known as Doubleday's Heavy Artillery, was one of the first in this arm of the service to recruit in Brooklyn, whence came parts of Company B (U. S. Lancers), G and H, K and second companies B and D. The regiment left the state with seven companies in February, 1862. It was at first employed at or near Washington and afterwards transferred to the artillery reserve of the Army of the Potomac and was honorably discharged and mustered out in 1865. Two companies of the 5th Artillery, called Jackson's Heavy Artillery, were recruited largely in Brooklyn, Colonel Graham commanding the regiment until it was mustered out in July, 1865. The 5th was conspicuous at Harper's Ferry and various other battle fields of Virginia and West Virginia. The 11th Artillery was partly recruited when the order for its organization was revoked and the companies already formed were transferred to the 4th and the 13th Artillery. This regiment was commanded by Colonel William A. Howard and was composed almost entirely of men recruited for other organizations. It was in part a Brooklyn regiment. It served in Virginia and North Carolina, from October, 1863, till June, 1865. The 16th Artillery, of which part of Company E was from Brooklyn, left the state in the early part of 1863, served in Virginia and North Carolina under Colonel Morrison in a number of engagements, was present at the fall of Petersburg and was mustered out in Washington, in August, 1865. The 5th Independent Battery of Light Artillery, called the 1st Excelsior Battery, was recruited in part in Brooklyn, and left the state under command of Captain Elijah D. Taft. In Virginia and Maryland, between November, 1861 and July, 1865, it took part in thirty-five engagements.

Captain Edward W. Serrell organized the 1st Regiment of Engineers, which became known by his name. It contained, when mustered into Federal service in the fall of 1861, nearly two companies of Brooklyn men, was present at twenty-nine engagements, principally in the Carolinas, and was mustered out at Richmond, Va., in June, 1865. The 15th Engineers, commonly called the New York Sappers and Miners, drew Companies B and C and parts of D, H, I and K from Brooklyn in the early part of 1861. It

was one of the first regiments sent out and was originally designated the 5th Infantry, but in October of 1861, it was converted into an engineer regiment, for which it had been intended. The first colonel was J. McLeod Murphy. Afterwards, being mustered out in 1863, it reorganized under Colonel Colgate and served with the Division of the Potomac, with General Terry's force in North Carolina and with the Army of the Ohio, till the close of the war. From the siege of Yorktown to Appomattox the regiment took part in eighteen engagements. The 3d Infantry (Albany) Regiment was organized at Albany and accepted by the state in April, 1861, and mustered into the United States service in May, 1861, for two years. Company A of this regiment was recruited principally in Williamsburgh and Brooklyn, as Williamsburgh volunteers. Company I was also enlisted, in part, in Brooklyn. Colonel Frederick Townsend was commander of the regiment, which left the state in May, 1861, took part in twenty-four engagements and was mustered out in August, 1865, under the command of Colonel George W. Warren, at Raleigh, N. C.

Duryee's Zouaves was a regiment of infantry which drew many of its enlisted men from Brooklyn in April, 1861. Its numerical designation was the 5th Regiment of Infantry. It was commanded by Colonel Abraham Duryee and organized at Fort Schuyler. The first service of the regiment was at Fortress Monroe; it was afterwards with the Army of the Potomac and served with Sikes' and the Third Brigades.

At New York city in May, 1863, while under the command of Colonel Cleveland Winslow, it was honorably mustered out of service, having taken part in twenty-two engagements. In May, 1863, Colonel Winslow received authority to reorganize his former regiment, the result being the formation of a battalion known as the "5th Veteran," which was partly composed of new recruits and partly of men transferred from other commands. It saw much active service, principally in Virginia, and was finally mustered out in August, 1865, while commanded by Colonel William F. Drum. Company I of the "Steuben Guard" was recruited in Brooklyn in April, 1861, and under Colonel Bendix the regiment, which was officially known as the 7th Infantry, left for the front in May of that year. A portion of the famous Hawkins Zouaves (otherwise known as the New York Zouaves, Little Zouaves and "Zoo Zoos") was recruited in Brooklyn. It left the state in June, 1861, under the official title of the 9th Regiment of Infantry. After two years of active service, principally in Virginia, West Virginia and North Carolina, the regiment was mustered out in May, 1863, at New York city. The Morgan State Zouaves, or Company K of the 10th Infantry (Veterans), was recruited in Brooklyn among the first in the spring of 1861, leaving the state in June of that year under the command of Colonel McChesney, from whom the regiment gained its synonym of the

McChesney Zouaves. It was mustered out of service in June, 1865, having up to that time been present in forty-six engagements, prominent among which were the second Bull Run, Gaines' Mills, Fredericksburg and the Wilderness, the aggregate loss of the command being 219 men.

In 1863 Major W. T. C. Grower received authority to reorganize the 17th New York Volunteers, whose term of service had expired. A small part of the reorganized regiment came from Brooklyn. Several companies of the 20th Regiment of Infantry, known as the United States Turner Rifles, under Colonel Max Weber's command, were raised partly in Brooklyn and Williamsburgh. Company I especially was enrolled from Long Island. After three years of service at Fortress Monroe, Fort Hatteras, Norfolk and other points in Virginia, with a total loss in killed, wounded and missing of 427 men, the regiment was mustered out under command of Colonel Ernest Van Vegesack, June 1, 1863, at New York city. The 31st, known as the Montezuma Regiment or Baxter Light Guards, under command of Colonel Calvin E. Pratt, was one of the early organizations, being formed in May, 1861. Company I of this regiment was recruited at Williamsburgh. Its service was in Virginia, where the command took part in eighteen engagements, and was mustered out in June, 1863, under Colonel Frank Jones. One company—I—of the 36th Infantry, called the "Washington Volunteers," was formed partly of Brooklyn men. The regiment's term of



COL. CALVIN E. PRATT.
31st N. Y. Vols.



COL. JAMES H. PERRY
48th N. Y. Vols.



COL. JULIUS W. ADAMS.
Brooklyn Phalanx.

of Germans, recruited partly in Brooklyn and going under the names of Barney Black Rifles, Hiram Barney Rifles, or Schwartze Yaeger. It was mustered into service in the fall of 1861 for three years and went to the front in command of Colonel Koslay. The 57th Infantry was formed in the fall of 1861 by the combination of several organizations. Company C, which was a part of the National Guard Rifles, was recruited in Kings county; separate companies were mustered out in 1864, Captain Orlando F. Middleton being the last regimental commander. The 59th Regiment, known as the Union Guards, was also a consolidation of numerous organizations, a small part of the regiment being recruited in Kings county in the fall and summer of 1861, for three years. A few of the men of the 62d Infantry (Anderson's Zouaves) also came from Brooklyn in the summer of 1861, being in service till July, 1861, in Virginia.

Seven companies of the 67th Infantry Regiment—A, B, E (known as Beecher's Pets), and F, G, I and K, the whole forming the Brooklyn Phalanx—were recruited in Brooklyn in the spring of 1861. The regiment was mustered into service in June of that year and under the command of Colonel Julius W. Adams, started for the front in August. It served first in Graham's Brigade, then in Buell's, (later Keyes') Division and afterwards in other divisions of the 4th and of the 6th Corps. Its record included thirty engagements, beginning with the siege of Yorktown and ending with Charleston, W. Va. At Fair Oaks, Va., especially, the command distinguished itself, losing in killed, wounded and missing upon the second day, 170 men. The battalion of five companies not mustered out with the regiment were in September, 1864, transferred to the 65th New York Volunteers and were honorably discharged, under command of Captain Henry C. Fiske, in July, 1865, at Washington. The 1st Regiment (Meagher's) Irish Brigade, under command of Colonel Robert Nugent, was officially designated the 69th Infantry. It was mustered into the service of the United States in September and October of 1861. A portion of Company K was enlisted in Brooklyn. A small portion of the 74th Infantry of Sickles' Brigade was also recruited on Long Island in the latter part of 1861.

The 84th Regiment was one in which Brooklyn took especial pride, being the 14th State Militia under a new numerical designation. Colonel Alfred M. Wood received authority from the War Department to recruit the regiment in the spring of 1861. It left the State in May, 1861, though not officially turned over till September of that year. It was mustered in for three years, serving in Andrew Porter's Brigade, Division of the Potomac, in McDowell's division, in the Department of the Rappahannock and elsewhere in Virginia and Maryland, meeting with severe losses in several of its twenty-nine engagements, and being honorably mustered out in June, 1864, under command of Colonel

service was from June, 1861, for two years, its hottest work being at Malvern Hill and Fair Oaks. It went out under the command of Charles H. Innis. The Washington Grays, as the 47th Infantry was named, was largely recruited in Brooklyn. They were mustered into the United States service in September, 1861, for three years. The regiment left the state in September. It saw a great deal of active service, losing fifty men at Olustee, Fla., besides 184 wounded and seventy-six missing. In the operations against Petersburg and Richmond also, as well as at other points, principally in Virginia and the Carolinas, the regiment took an active part. Colonel Henry Moore was the officer to whom authority was given to recruit this regiment, which was mustered out under Colonel Christopher R. McDonald, in August, 1865.

The 48th Regiment, the synonym for which was the Continental Guard, or Perry's Saints, was principally a Brooklyn regiment, authority having been given to Colonel James H. Perry in July, 1861, to recruit such a force in Brooklyn. It left the state for the front in 1861, serving in all of the coast states of the south during its three years' term of service, and when mustered out under Colonel Coan in 1865 it had suffered a loss of 868 men. Like the 47th, its heaviest loss in any one engagement was at Olustee, Fla., though it was present at thirty-eight principal engagements. The 54th Regiment (Veterans) was composed



COL. T. B. GATES.
80th N. Y. Vol.

Edward B. Fowler, those who were not entitled to discharge at that time being transferred to the 5th Veteran New York Volunteers. For the 14th Regiment is claimed the distinctive honor of carrying Brooklyn's name to the front. Although the official number of the regiment was changed to the 84th when it was offered to and accepted by the state as a volunteer regiment, yet it maintained its old militia number not only in ordinary parlance but in regimental orders. As there was another 14th Volunteer Regiment, ours was known as the "Brooklyn 14th," and bore its title bravely and proudly on many a battle field.

The 87th was another Brooklyn organization, composed of the 13th Militia as a nucleus, and the Brooklyn Rifles and other bodies which were not complete. This regiment, under command of Colonel Stephen A. Dodge, was organized at Brooklyn on November 14, 1861. It was mustered into the Federal service for three years between October and December, 1861. It was transferred and consolidated with the 4th New York Volunteers in 1862. The 88th, partly recruited in Brooklyn, formed part of Meagher's Brigade and was known as "Mrs. Meagher's Own." Its service dated from August, 1861, to June, 1865. The Hancock Guards, McClellan Chasseurs, and McClellan Rifles were consolidated parts of the 90th Infantry. Its colonel was J. S. Morgan, with Louis W. Tinnelli, who had recruited the first organization, as lieutenant-colonel. Several companies of the 90th were formed of Brooklyn men, who saw service first in Louisiana and afterwards in Virginia from January, 1862, till February, 1866. Of the 95th Infantry a part of Company E came from Brooklyn. This regiment, Colonel George H. Biddle, left the state in 1862 for the front and was mustered out at Washington in 1865.

Part of the McClellan Light Infantry was raised in Brooklyn and became Company F of the Van Buren Light Infantry, the official designation of which was the 102d Infantry. The first eight companies left for the front in 1862, and after an unusually arduous service in Virginia, West Virginia, the Carolinas and Georgia, were mustered out at Alexandria in 1865. Portions of the 127th Regiment (Monitors) were Brooklyn men. They fought under Colonel William Gourney from the second year of the war to the close. Nearly every company of the 132d Infantry contained a quota of Brooklyn men, recruited in 1862. It was composed of part of the Spinola Brigade, nearly all the men recruited for the second organization of the 53d N. Y. Volunteers, and the Thurlow Weed Guards. From the time of organization till 1865 it served in North Carolina, and when the regiment was mustered out the men not entitled to discharge were transferred to the 99th N. Y. Volunteers. The regiment was commanded throughout by Colonel Peter J. Claassen. The 133d Regiment of Infantry, known as the Metropolitan Guards, served from 1862 to 1865 under the command of Colonel Leonard D. H. Currie. Most of its companies were recruited partly, and G and I wholly, in Brooklyn.

The 139th Infantry was recruited in Long Island, especially in Brooklyn, in the summer of 1862. Under command of Colonel Anthony Conk, it left the state in September of that year for its initial service with the Department of Virginia, from which time till June, 1865, it took part in twenty engagements, from Fort Magruder to the fall of Petersburg. The 155th Regiment was the 2d, and afterwards the 5th, of Corcoran's Irish Legion. It was organized in 1862 for three years, and drew part of its men from Brooklyn. The 158th was the 1st Regiment of Spinola's Empire Brigade and was organized in Brooklyn, being mustered into the Federal service in November, 1862, at Norfolk, Va., under command of Colonel James Jourdan. Its service was in Virginia and North Carolina, being heaviest at the battle of Chaffin's Farm and in the Appomattox campaign in April of 1865. Colonel William H. McNary was commander when the regiment was mustered out in June, 1865, at Richmond, Va. A few companies of the 159th Infantry, also recruited in the second year of the war, were drawn from Brooklyn. Colonel Homer Nelson commanded this regiment, which was known by the synonym of the 2d Dutchess and Columbia Regiment. It lost heavily at Irish Bend, La., at Opequor and at Silver Creek, Va., and was present at a number of important battles. It was



COL. JAMES JOURDAN.

158th N. Y. Vols.

COL. BENJ. F. TRACY.
109th N. Y. Vols.

mustered out at Augusta, Ga., in October, 1865. The 163d was also part of Spinola's Brigade and was commanded, first by Colonel Hale Kingsley and afterwards by Colonels Marion N. Croft and F. H. Braulick. The regiment left the state in October, 1862, for Virginia, and though previous to its transfer to the 73d N. Y. Volunteers in 1863 it had participated in but three engagements, its roll showed a loss of sixty-five in killed, wounded and missing. The most of these fell at Fredericksburg. The 164th Infantry went to Newport News in the latter part of 1862, under command of Colonel John C. McMahon. It was then reorganized and consolidated with several other organizations and served in Virginia till the close of the war. Several Brooklyn companies were included in the regiment. Portions of the 165th Infantry—second battalion, Duryee's Zouaves—were enrolled in Brooklyn. Colonel Hall raised the regiment. The second battalion, with Lieut-Col. Smith in command, left the state in December, 1862, and served principally in the Department of the Gulf and afterwards in Virginia; it was mustered out at Charlestown in September, 1865. A number of the men of the 170th Infantry, 2d of Corcoran's Irish Legion, was recruited in Brooklyn in 1862, for three years. It saw heavy service in Virginia and was honorably discharged in July, 1865. Its first regimental commander was Colonel Peter McDermott; its last Colonel James P. McIvor.

The 173d Infantry was organized under the auspices of the police force of Brooklyn and New York and was known as the 4th Metropolitan Guard. Organized by Colonel Charles B. Morton, it left the state in the latter part of 1862, and served in the Department of the Gulf for three years. The 176th Infantry was known as the "Ironsides." Colonel Mark Hoyt organized the regiment at Brooklyn in December, 1862, its ranks being partly filled by men transferred from Colonel Cole's 52d N. G., S. N. Y. The command was partly composed of three years' and partly of nine months' men, who were replaced with drafted men, substitutes and volunteers in 1863. The regiment was mustered out in 1866. The 188th Infantry, commanded by Colonel Bradley Winslow and serving from September, 1864, till the close of the war in Virginia, received a small quota of Brooklyn men.

Of the existing regiments of the National Guard, the 23d, under Colonel William Everdell, and the 47th, under Colonel J. V. Meserole, in addition to the 13th and 14th, already mentioned, did duty at the seat of war. The 28th and 56th regiments also, since then disbanded, were ordered to the front, under Colonel Michael Bennett and Colonel J. Q. Adams, respectively.

The foregoing list gives in brief an account of the various organizations in which Brooklyn men were included. It is believed to be the most nearly complete list ever published, outside of official records.

Towards the end of the war a national celebration occurred, in which Brooklyn was prominently represented by her two leading clergymen, Rev. Henry Ward Beecher and Rev. Dr. Richard S. Storrs. The successful bombardment of the forts in the harbor of Charleston, S. C., by General Quincy A. Gillmore—afterwards an honored citizen of Brooklyn—and the ultimate capture of Charleston itself, gave to the government the opportunity of replacing on Fort Sumter the very flag which had been insulted there by the first rebel gun of the war in 1861. The anniversary of the surrender of Sumter was chosen for the ceremony—April 14, 1865; Major Robert Anderson, then general, was designated to raise again the flag he had lowered; Henry Ward Beecher was invited to deliver the oration, and Dr. Storrs conducted the religious exercises of the occasion. The guests of the government were taken to Charleston harbor in the steamship "Arago." They included Vice-President Henry Wilson; representatives of the various government departments; many distinguished officers of the army; William Lloyd Garrison, the English George Thompson, and other abolitionists on whose heads in *ante-bellum* days Charleston had set a price. It was a gala week in the vicinity of Fort Sumter, replete with the festivities of rejoicing, all leading up to the ceremonies of the 14th. On that day, after the flag had been raised over the battered fort by General Anderson, and had been saluted by every battery in the harbor that had fired on it, Mr. Beecher delivered one of those stirring patriotic addresses which marked him as pre-eminently the spokesman of the people—emphasizing the lessons of the war—"no more disunion; no more secession; no more slavery"—and then spoke of the new future that lay before the whole country, at that time holding out to the South the fraternal hand he never again withdrew. A large party of Brooklynites accompanied the expedition in the chartered steamer "Oceanus," and were present at the exercises. They afterwards organized the "Sumter Club" to perpetu-



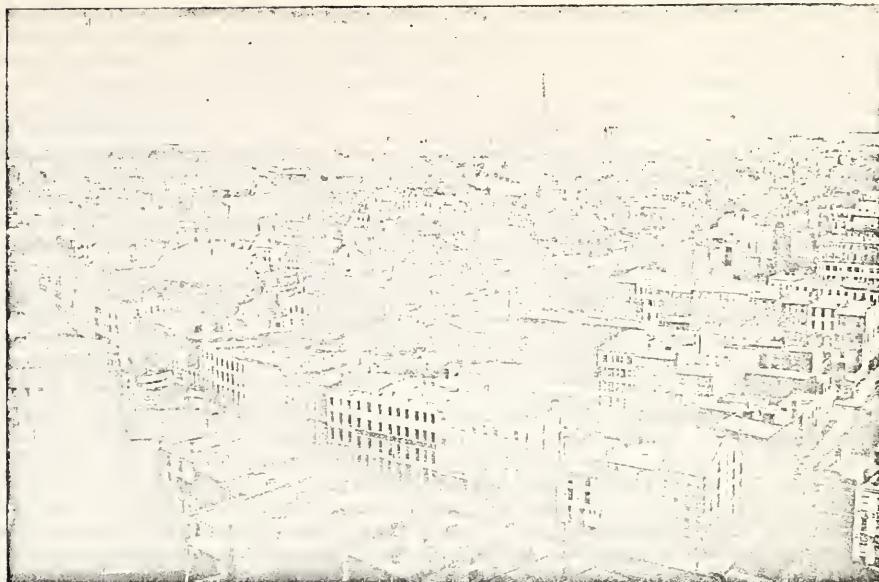
COL. WILLIAM EVERDELL,
23d Regt. N. G. S. N. Y.

ate the memories of the trip, of which they published an account in book form. The assassination of President Lincoln on the evening of this day of celebration, terminated the expedition in gloom. The hurried return home was not unmixed with apprehension for their own safety on the part of the excursionists, who thought the murder of the president might possibly infuse new fire into the dying embers of the war spirit in Charleston and that they might be captured. A city draped in mourning greeted them on their arrival in Brooklyn and they took their part in paying the last sad honors to the martyred president. Hardly more than a week after the triumph at Sumter, on Sunday, April 23, Mr. Beecher and Dr. Storrs again voiced the sentiments of the people, and the eulogies they then pronounced on Abraham Lincoln have become memorable in the annals of Brooklyn oratory.

The war over, Brooklyn's representation in the vast army of soldier-citizens—such as remained of them—came home to receive the welcome and homage that awaited them, and to take their part in the upbuilding of their city; some, unhappily, weakened by wounds and exposure, but in general, reinforced by the experiences of the field for more vigor and enterprise in the discharge of their duties as citizens.

One scene more, and the war episode was closed. On October 25, 1866, the Brooklyn soldiers who had served in the war were marshalled for the last time as one body, and after a parade which brought them to Fort Greene they were presented with service medals prepared by order of the common council. Mayor Booth made the presentation address, in which he estimated the representation of Kings County in the armies of the United States at 30,000 men. Dr. Storrs also addressed the veterans, and the occasion was graced by the presence of the governor of the state (Reuben E. Fenton), Admiral Farragut, and others of note.





BIRDSEYE VIEW OF BROOKLYN FROM TOP OF BRIDGE TOWER, 1880.

A GENERATION OF PROGRESS.

1865-1892.



ALTHOUGH the war was the absorbing topic during the four years it lasted, and nearly every activity of the city, public, commercial and social, was tintured with a war flavor, yet its life went on, and these pregnant years were the period of much that has been lasting in Brooklyn. The development of Prospect Park took visible form; the cornerstone of the new County Court House was laid, and the modern city began to show some of its permanent features. The dawning of the day when Brooklyn should be sufficient unto itself for amusements appeared with the completion of the Academy of Music and the opening of the Park Theatre. The Long Island Historical Society, the Brooklyn Club and the Atlantic Yacht Club took their places among the permanent agencies for culture and full-grown city life; while the Home for Destitute Children, and other charities which took on outward form, bore testimony to the fact that in remembering the soldier on the tented field, Brooklyn did not neglect the suffering at her very door.

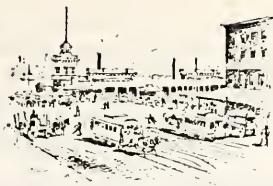
The war, instead of having been a drain upon the energies of the city, proved a benefit, at least for a time, since its effect was felt as a stimulant to all manner of enterprises. In those days of stress and excitement, the old conservative methods which had governed general business gave place in a large measure to the spirit of speculation. Fortunes were quickly made, and the success of those who first seized the golden opportunities of the time induced an army of imitators, who, if they did not become wealthy, at least imagined themselves so on the strength of fictitious values. It was the same story that was told with slight variations in almost every city of the North. Among the men who turned their attention and energy to business pursuits after the war, were many who had graduated from the school of action in the army, and with a better knowledge of men, trained executive ability, and the

confidence which success in any field is calculated to give, took a prominent part in commercial affairs. In every department of life, social, political or financial, the impetus derived from the war was felt; men did all things in a large way, and though the collapse of many a structure whose foundations were insufficient was bound to come, yet in the meantime a great and permanent benefit resulted to the city in the enlargement which was the result of its somewhat artificial prosperity. The making of great fortunes, which a few years before would have seemed fabulous, and the abundance of money stimulated public spirit, and institutions which had in them sufficient vitality to outlive the crash which came later, were started at that time. Art felt the influence of the prevalent optimism; people built finer houses, filled them with better pictures and costlier furniture, accustomed themselves to more harmonious surroundings, and showed in their amusements, even, the disposition to adopt more advanced standards. It was the era of clubs, the day of operas, the time of expansion in ideas as well as in fortunes. And the fact that a great deal of sham and shoddy floated upon the surface of society for a while did not prove that the prosperity and the growth were all fictitious, any more than the froth on the surface of the wave indicates the absence of a strong tide underneath. The progress in art culture and the appreciation of the value of the standards and surroundings of beauty even in the homes of people of moderate means, has been steady from that day to this.

The year 1868 saw a population of three hundred thousand souls spreading and crowding in every direction over the territory where only a generation before the scattered houses of the village of Brooklyn had stood. In 1867, three thousand five hundred and thirty-nine new buildings were erected; in the following year the number was not quite so large, but the total value was greater. There were three hundred and seventy-five brownstone, seven hundred and seventy-five brick, and one thousand nine hundred and fifteen frame dwellings, making a total of three thousand and sixty-five buildings of this class, besides nineteen churches and a number of school, factory and business edifices. Among the public and mercantile buildings was the iron structure of the Long Island Safe Deposit Company, on the corner of Front and Fulton streets. Its cost was \$150,000. On the opposite corner was the Union Association building, which had been erected at an expense of \$33,000. Burnham's gymnasium occupied the corner of Smith and Schermerhorn streets, and cost \$90,000. The Mercantile Library, on Montague street, also was built at that time, and the Kings County Savings Bank, at the corner of Fourth street and Broadway, E. D. Other buildings of importance swelled the aggregate to proportions which would have seemed fabulous to the most sanguine business man fifty years before. Not only in the number and value of its buildings did the city show the vigor of its growth. In 1868 twenty-three miles of improved streets, graded and paved, opening seven or eight thousand new lots to the market, were added to the street mileage, which at that time reached the grand total of five hundred miles. Along those streets at the beginning of that year there were laid two hundred and ten miles of water mains and one hundred and thirty-seven miles of sewers. Among the churches erected in 1868 were the North Reformed, on Twelfth street, upon which \$60,000 was spent; the Carlton Avenue Methodist Episcopal Church, at the corner of Clermont and Willoughby avenues, which cost \$75,000; the Roman Catholic Church of Our Lady of Mercy, on Debevoise street, whose congregation paid \$70,000 for it; the Roman Catholic Church of St. Charles Borromeo, which cost \$75,000; St. James', St. Stephen's, and others. Some idea of the activity of city real estate, which is always the most important indication of prosperity, may be gathered from the sum of the expenditures in this direction during several consecutive years. The value of the new buildings of all sorts added to the city in 1864 was \$1,631,350; in the following year it amounted to \$1,838,500; the next year saw this increased to \$2,531,000, and in 1867 the additions amounted to \$3,562,600; making for the four years a total of \$9,563,350, the aggregate for the two years succeeding the war nearly doubling that for the two preceding.

It is not designed in these pages to weary the reader with figures and statistics, and such have only been given where they have been necessary to show the development of greater Brooklyn from the meager beginnings of the time when those now eligible for membership in the society of "Old Brooklynites" were boys. The number of buildings erected during the past year, the total amount expended in their construction, the number of laborers employed, have more than quadrupled the figures for any of the years immediately following the war. But in the character of the buildings erected we find no evidence of larger necessities, since the average cost per building was about the same in 1892 as it was in 1872. As a stimulus to building operations, there have sprung up in the past few years thirty or more co-operative building and loan associations, the object of which companies is too well known to require any explanation here. Among their officers are some of the best known Brooklyn names, and their success, as well as their usefulness, has been assured from the outset.

In 1866, the Erie Basin dry dock was completed, and the celebration of the event drew together a large number of people. In the same year the legislature by special enactment created a sanitary district for the city of Brooklyn, and provided for a board of health to take charge of it. The boundaries of the



FULTON FERRY, 1864.

number of new streets sufficient to supply the Shipbuilding, too, took ces of health and vi- of low ground which front for business pur- this. The two men to whom the first improvements were mainly due, and whose energy made Red Hook an important factor in Brooklyn's commercial life, were Jeremiah P. Johnson and William Beard, senior members of the firm of Beard & Robinson. These men were improvers of property, builders of docks and wharves, of stores and warehouses. They reclaimed over a million square feet of submerged land and gave it a high market value. The improvements on Gowanus Bay, the Erie Basin, and the lands lying between Van Brunt street and Hamilton avenue, are indicative of the great energy and the indomitable will of the men who were engaged in the upbuilding of greater Brooklyn—the Brooklyn that we know to-day.



WALL ST. FERRY, 1864.

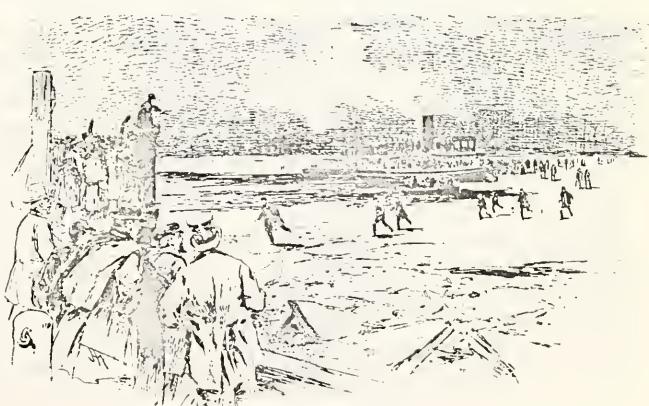
sanitary district were the same as those of the already existing Metropolitan Police district, and it was provided that the board of health should be composed of the commissioners of the Metropolitan Police and four other sanitary commissioners appointed by the governor, and that the health officers of the port of New York should also be a member of the board, *ex-officio*.

The seventeenth ward, known as Greenpoint, showed the greatest advance in growth of perhaps any portion of Brooklyn at the close of the war. A were opened and many houses were erected, yet not increased demand for both dwellings and stores, a new departure, and everywhere there were evidentiality. Red Hook had before the war a great deal was filled in, and the development of the water- poses has progressed steadily from that day to

Early in 1867 a meeting was held in the hall of the Academy of Music at which the Brooklyn branch of the Society for the Prevention of Cruelty to Animals was organized. By an act of the Legislature in May, 1867, the Kings County Home for Inebriates was incorporated. Another act of a somewhat different character was that passed in the same month, by which the dredging and docking of Gowanus canal was provided for. This work was placed in the hands of commissioners, and another committee was appointed to conduct the Wallabout improvements.

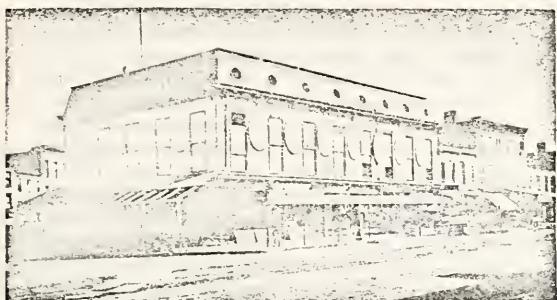
In the multiplicity of business interests and the awakening of a broader commercial spirit, the younger residents of the city and not a few of their elders held to the old adage which admonishes Jack to play as well as work. Amusements were not neglected and outdoor sports were in especial favor, that being perhaps only another expression of the vigor which seemed to pervade every department of life. The skating mania made its appearance, and the famous Capitoline, Washington, Willow and other "ponds," precursors of the later "rinks," made their appearance. Clubs were organized, with prominent people among their officers; these undertook to keep the ice clean and enforce such regulations as were made for the protection of skaters. To skate became the most fashionable of all accomplishments, and fancy dress carnivals took the place of indoor balls and hops. In the fall of 1861, the Nassau Skating Club was organized and leased a pond of six acres on the Lefferts farm. This club was sustained by the sale of season tickets. A club house and other conveniences were erected. A curious feature of the "Steenbakery," or "Steamer," as the skating pond of the Nassau Club on the edge of Flatbush was called, was that it furnished from ten to twenty days more skating each year than did the lakes at Prospect Park, as stated by a careful observer.

An occasion which greatly interested all classes of citizens was the bestowal of medals to the veterans of Brooklyn by the common council. This was at the close of the civil war, in 1866, and few more impressive sights can be remembered by the oldest inhabitant. It was upon the 25th of Octo-



THE EAST RIVER ICE BRIDGE OF JANUARY 23, 1867.

ber, and the conflict in which those who passed in review had taken part was too new a memory, the gaps in the lines of well-worn uniforms too suggestive of recent loss, the flags which had waved in battle too suggestive of the men who had followed them forward but not back again, not to awaken in the breasts of the great throng of spectators emotions that few events can arouse. Mayor Wood and others addressed the veterans in speeches that were full of earnest eloquence—words and phrases which had not then become the catch-vote property of the politician. Blood still ran hot in men's veins in 1866.



CENTRAL HALL, FLATBUSH AVE. AND FULTON STREET.

which occupy the square to the south of the city hall, between Boerum and Court streets, was one of the events of 1878. These buildings form part of the same group with the city hall. A remarkable feature in the construction of these buildings was that they cost when completed \$20 less than the appropriation, a performance which would be record-breaking but for the city hall in Baltimore. Six years later the ground was broken for the new Federal building on Washington street.

Brooklyn during the war was not neglecting the means of travel nor the convenience of urban life, even while giving every attention to the great subject of the civil conflict. Regarding the city railroads in 1862, the weekly *Standard* said: "Brooklyn will soon have a complete network of horse railroads running in almost as many directions as a spider web. The track for what is called the Coney Island road (though it will not for the present go any great way toward Coney Island) is pretty well completed. The cars have arrived and this route will very soon be opened for the accommodation of the public. The road running along Furman street, between Fulton and South Ferries, at a fare of three cents, we believe pays well. The road on Atlantic street is also a good one. A great part of our citizens are probably not aware that the old Long Island railway does not now run to South Ferry. The new cars go by horse-power to East New York, from which there are hourly trains to Jamaica by the locomotive. The change in the old route to and from Greenpoint, by which it passes along Classon avenue to Myrtle, and thus intersects the city hall, is a very great improvement. It supplies what was imperatively needed as an artery of communication between the Eastern District and the heart of the municipality. The Flushing avenue route now runs straight out on that avenue to Broadway. The Myrtle avenue route, too, has the same termination."

The first use of street cars in this city was in 1854, when Brooklyn followed the example of New York and Boston, which cities had already found their advantage in this means of locomotion. Previous to this date a few stage lines had accommodated the traveling public. The new car lines were after a time consolidated in the Brooklyn Street-car Company, which tried various experiments in running, among others that of using mules instead of horses in the line. Changes were made from time to time in the course and management of the earlier routes and new roads were added. The Greenpoint line was changed while H. G. Pearson was president of the company, so as to run through Myrtle avenue instead of Sands street (its original course), and at that time also the Gates avenue line was built. The Third avenue and Halsey street line was built in

In 1868, the corner-stone of the Roman Catholic Cathedral was laid, with appropriate and impressive ceremonies. This edifice was to be one of the most important belonging to that church in the State, and its commencement naturally attracted much attention. During the following year a great and important change was made in the constitution of the fire department, which had been up to that time a volunteer force. The last romantic chapter of that body was written, however, when the legislature by an act provided for a paid fire department. The completion of the municipal buildings



THE LONG ISLAND CLUB, 1868.
On the site of the Hamilton Club.

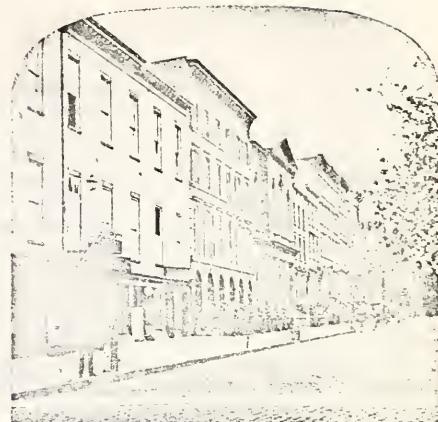
1870, while Mr. Thomas Sullivan was in charge of the line. Rapid as has been the growth of Brooklyn, the far-seeing managers of its systems of transit have kept the pace with their facilities.

Twenty-five years after the first car line was in operation in Brooklyn the number annually carried by these conveyances numbered eight million people. In 1858 the Brooklyn City Railroad was the only company in operation. The population at that time was less than a quarter of a million and the cars carried during the year about seven and a half million people. In 1882 there were ten companies: the Atlantic avenue, Brooklyn City, Broadway, Bushwick, Cross-town, Brooklyn City and Newton, Williamsburg and Newtown, Williamsburg and Flatbush, Grand street and Newtown, South Brooklyn Central and the North Second street and Middle Village. The capital stock of these roads aggregated \$5,492,000 and the dividends in all amounted to \$459,594. The first open cars were used by the City Railroad about 1864.

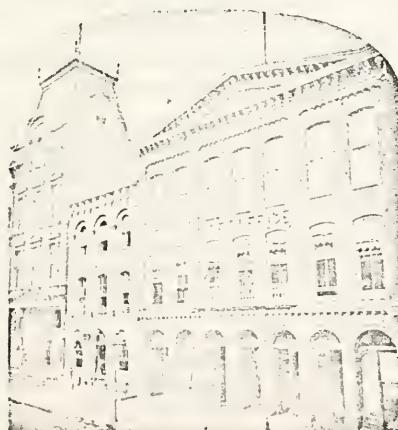
In 1884 the organization of a cable road was completed. This was called the Nassau Cable Company. The necessary funds were soon paid in and the company commenced operations. In 1885 on the 13th of May the trial trip of the Brooklyn Elevated road was made. There were speeches and congratulations and a general belief expressed that the building of the road would serve largely to assist in building up the city, an opinion which has been borne out by the facts. The original incorporators of the Brooklyn Elevated road were Jacob Cole, Cornelius B. Payne, John H. Burtis, John Q. Kellogg, Joseph F. Bridges, Adrian M. Suydam, Schenck, Lott, Altwater, and others. W. Fontaine Bruff, the first president, became involved in a law suit and the road was for a time in the hands of a receiver. Mr. Bruff took hold of the affairs of the road when they were in a most precarious condition, securing a new capital at a time when it seemed probable that the enterprise would languish, and the road never be completed, but he encountered many difficulties with stockholders and directors. After the usual number of vicissitudes the Brooklyn Elevated began its career of usefulness, as has been stated, in the spring of 1885. In the autumn of the same year the work on the Kings County Elevated Railroad was commenced, the first ground being broken at the corner of Red Hook lane and Fulton street. The first cars on this line began to run three years later. Long before this the lessees of the old Coney Island Railroad Company had essayed the use of steam on Atlantic avenue. The first trial was made in 1875, the steam motor being applied to surface cars, the trial trips showing that the cars could attain a speed of eighteen miles an hour. The question of the right of the company to use steam power was brought up repeatedly; injunctions followed protests, charters were granted and repealed,

bills were passed and vetoed and decisions of the courts led to appeals and new rulings. The Rapid Transit Company, organized in 1880, after a five years' struggle with the property holders, asked for a repeal of their charter. The property holders on Thirty-sixth street fought long and obdurately over the placing of tracks in that street and at length were jubilant over their victory.

The idea of bridging the East river between New York and Brooklyn was almost coeval with the birth of steam navigation. An engineer named Thomas Pope, whose specialty was bridge building, projected a plan for such an enterprise in 1819, constructing a model for a bridge to consist of a single span from Fulton street, New York, to Fulton street, Brooklyn, beneath which the largest vessels might pass unhindered. He published a book containing a picture of his model and soliciting funds for carrying out his idea; but the only result was to provoke merriment at his own expense. He was a friend of Robert Fulton, and a pretty story is told to the effect that on a certain showery day he was the guest of Fulton in a trip around the city in one of the newly invented steamboats.



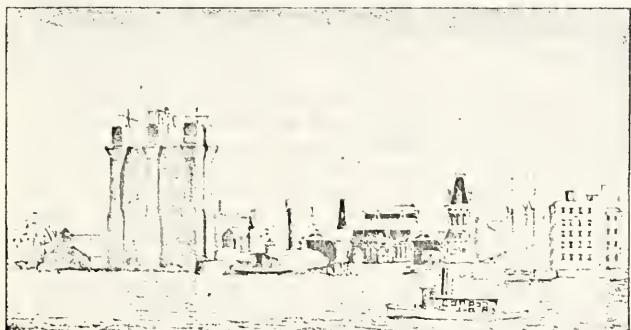
HOOLEY'S OPERA HOUSE, COURT AND REMSEN STREETS.



BROOKLYN THEATRE, OLD POST OFFICE AND POLICE STATION
WASHINGTON STREET, 1873.

As the vessel rounded the battery a rainbow spanned the East river. Fulton tapped his friend on the shoulder, exclaiming: "See! There's your bridge, Pope. Heaven favors you with a good omen." Pope's model was destroyed, for his project failed to win popular confidence, though the iridescence of Fulton's omen was destined to solidify into piers of masonry, iron girders, and firm roadways. Many things conspired to revive agitation of the subject from time to time, and not the least potent factors were the delays in ferry navigation caused by fogs at various seasons and ice in the winter. Yet as late as the middle of the century the idea provoked good-natured ridicule, as may be seen in the answer given by the *Long Island Star* of January 9, 1850, to the question: "Bridging the East river—can it be done?" The possibility is admitted, and it is even declared that "Bridge street, in Brooklyn, running down to the water, just ready to receive the Brooklyn abutment shows that the thing was thought of some time ago." But the editor was convinced that the bridge was not an immediate possibility because "it will cost too much"; "it will not be used after it is built"; "the boats are good enough"; "the people of Brooklyn don't want it"; and "last, but not least—it will afford too good a chance for the Russians and Austrians to march into Brooklyn by the way of New York after General Cass has brought about a war with them." It was only seven years later that the people of Brooklyn, who didn't want the bridge, according to the authority just quoted, were so dissatisfied with the ferry management, that in February, 1857, they held a public meeting at which Abijah Mann declared that one remedy at command was the construction of a suspension bridge, which he said was entirely practicable. During the same month Assemblyman Hanford gave notice in the legislature of a bill to incorporate the New York and Brooklyn Suspension Company. In the meantime John A. Roebling, who had already distinguished himself in this special branch of engineering, had applied his genius to the problem and made public certain suggestions that were entertained with favor in some quarters. It is told of him that in February, 1853, he had an experience drifting about on a ferry-boat in the ice-choked East river which caused him to take a personal interest in the question of a bridge. Soon afterward he published a letter setting forth the feasibility of the project. In 1865 Oliver B. Ingersoll became interested in the matter and obtained from Mr. Roebling in 1866 an estimate of \$4,000,000 for a suspension bridge, two hundred feet high, with one

roadway for passengers and another for cars. Others whose attention was subsequently enlisted were William C. Kingsley, Alexander McCue, J. S. T. Stranahan, Grenville T. Jenks and S. B. Chittenden. In the state senate in 1867 Henry C. Murphy introduced a bill incorporating a company to build a bridge, and under its provisions the cities of Brooklyn and New York were authorized to subscribe to the capital stock such amounts as might be decided by a two-thirds vote of their respective common councils. The bill be-



THE BROOKLYN SHORE IN 1873. THE BRIDGE TOWER RISING.

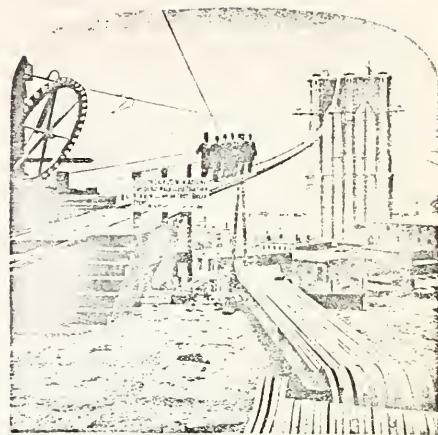
came a law in the same year. John A. Roebling was appointed chief engineer by the company which was formed, and the appointment was accepted on May 23, 1867. He at once began the preliminary surveys, and on September 1, in the same year, submitted a report and plans. Federal rule over navigable waters played its part in the ultimate formation of the plans, and those adopted were approved by a commission of army engineers consisting of Generals Horatio G. Wright and John Newton and Major William R. King. Before the work of construction was begun the first of that series of tragedies which seems to attend all such stupendous enterprises, ended the career of the man in whose mind had been conceived one of the greatest wonders of modern engineering. During his preliminary labor of survey Mr. Roebling had his foot crushed between the piling and the rack of one of the ferry slips and his injuries resulted in lockjaw which caused his death on July 22, 1869. He had perfected his plans, however, and his son, Colonel Washington A. Roebling, long his associate and confidant, whom he had appointed his assistant in this enterprise, was fully conversant with them. The son succeeded the father as chief engineer, but by a strange fatality became a physical wreck, even before the mighty work was well under way. His constant supervision of the operations in the compressed air of the caissons, wherein the foundations of the great towers were laid, undermined his health, but with unimpaired mind he was able, to the end, to direct the operations. Actual work was begun on January 2, 1872. The enterprise was carried on under the name of the New York and Brooklyn Bridge

Company until 1874, when a law was passed, under which the control was invested in the two cities, each to be represented by eight trustees appointed by the mayor, comptroller and auditor of the respective cities. The old bridge company was dissolved in 1875, the money of the subscribers being returned to them with interest. The new company formed to carry on the work was limited to \$8,000,000 as the cost, exclusive of land damages, and of this sum Brooklyn was to contribute two-thirds, because the bridge was of more advantage to that city than to New York. It was expected that the bridge would be completed in 1877, but delays were caused at various times and the limit of cost had to be extended until it reached, in round numbers, \$15,000,000. In the construction of the towers it was necessary to go to a great depth to find a foundation, and caissons were sunk which were filled with concrete and thus a solid and durable substructure was secured. The depth reached on the Brooklyn side is forty-five feet below high-water mark and on the New York side it is seventy-eight feet. The Brooklyn tower was completed in 1875 and the New York tower in 1876. On May 23, 1877, the first wire was strung across the river and then the seemingly interminable work of stretching and wrapping the wire went on. The four immense cables, each containing 5,296 parallel steel wires securely wrapped into the form of a solid cylinder, are held by huge anchor plates imbedded in great masses of masonry, and at the top of each tower are carried on "saddles" which give them sufficient play to accommodate them to the varying loads on the structure. They sustain a permanent weight of 14,680 tons. The height of the bridge above high water is 135 feet at the middle, and the river span is 1595 feet 6 inches long; the total length of the bridge is about nine furlongs. It was opened with imposing ceremonies on May 23, 1883, and the cable cars began running on September 24, 1883. The promenade was made free to foot passengers at midnight on May 31, 1891.

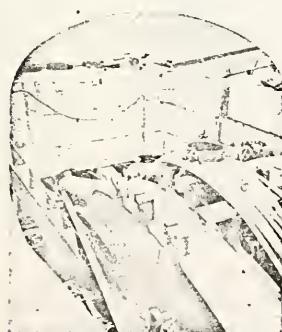
One of the most frightful calamities which ever visited any city, and which not only cast a gloom over Brooklyn, but roused the whole country to sympathy, took place on the 5th of December, 1876, when the Brooklyn Theatre was burned, an event which will be remembered by people of the present generation as one of the terrible and apparently needless sacrifices of human life that teach how quickly the stage is set for a tragedy. The new Brooklyn Theatre, built upon the site of the burned buildings, was begun in April, 1879, and finished the same year. Nine years after that catastrophe, another shocking event occurred in the conflagration which consumed the factories which lay between State street and Atlantic avenue and Columbia place and Hicks street. The victims were only three in number, but the list of injured filled long lines in the papers of that date, and the area covered by the flames made the property loss vastly greater than at the theatre fire. At one time the flames extended so that all the dwellings

surrounding the factories were more or less destroyed or damaged, and numbers of people were driven into the streets. Several terrific explosions added to the consternation of those who feared that the whole of that portion of the city would eventually be in flames. The heroic work of the firemen, several of whom were seriously injured in the fight, finally resulted in checking the spread of the fire. To the Atlantic avenue fire still others succeeded, and public sentiment, never quickly aroused, at last was awakened to the necessity for preventive measures. The Ansonia Clock Company's loss by a conflagration amounted to \$1,000,000. The St. John's (Catholic) Asylum, which was burned in 1884, proved the tomb of more than one hundred inmates. These were principally children, orphans who had been received at the home for care at the hands of the Sisters, many of whom perished with their helpless charges.

On the 24th day of September, 1876, a great piece of engineering work reached its culmination. For nine years workmen had been busy as moles in constructing a system of tunnels and galleries in the rock underlying Hallett's Point at Hell Gate in the East river. At length the mine, with all its chambers and passage-ways, was complete.



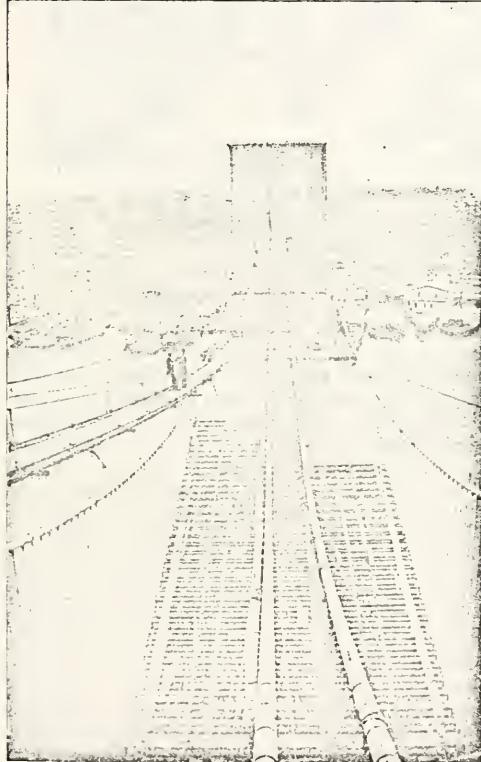
STRINGING THE CABLE WIRES.
The Wheel at the Starting Point.



CABLE-SADDLE AT TOP OF TOWERS.
Its motion adjusts the cables according to the varying loads on the bridge.

Then the work of drilling for the charges of explosive was successfully conducted, and last came the dangerous work of placing the loads and making the connections so that a simultaneous discharge would be insured. When the appointed day arrived, the whole community was agog with curiosity and fear. It was prophesied that the use of so large a body of explosive would do as much damage as an earthquake, and that the explosion of a blast great enough to be of any service must be heavy enough to do mischief. Perhaps the fact, already noted in another chapter, that Brooklyn is built upon the detritus of a terminal moraine may have something to do with the fact that she is not easily shaken. At all events, the day came, a loud concussion shook the air, a distinct vibration of the earth was felt, and the gloomy prophets went home disappointed. The Hallett's reef explosion had been a success, and a great obstruction to navigation had been removed.

One other obstruction still blocked that part of the East river, and made it very dangerous at certain tides. That was the submerged rock known as Flood rock. This, in turn, was mined and tunneled; year after year the patient laborers went to their task under the river-bed, and finally, in 1886, the work was completed. Rackarock, a compound quite as explosive as dynamite, but having a habit of explosion upward and outward, instead of the downright hammer-blow of dynamite, was used in the cartridges with which the mine was plentifully supplied, and which were connected by electric wires. When the time came for the blast to be ignited, a child, the daughter of General Newton, who had the work in charge, pressed the electric button, and there followed a discharge so forcible that the porcelain bowl of mercury which is placed in the solitary observatory at Washington for noting seismic disturbances, recorded upon its graduated side a terrestrial vibration at that hour.



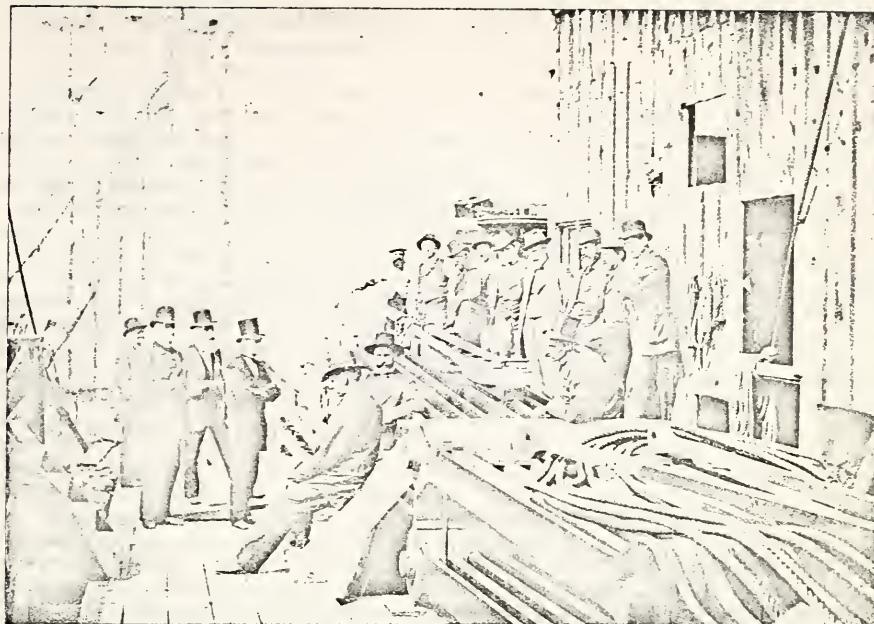
A long-needed addition to the terminal facilities of the Pennsylvania Railroad and a means of communication between Brooklyn and the mainland was made in 1877. On the 23d of August, the first boat of the "Annex" ferry, between Jersey City and Brooklyn, made its initial trip and was unusually well patronized. Parenthetically, it may be stated that nowhere in the neighborhood of the metropolitan group of great cities is there a pleasanter or more beautiful short excursion than that afforded by the "Annex" boats, which, leaving the slip at the foot of Fulton street, circumnavigate lower New York, passing between Governor's Island and the Battery and crossing at the best portion of what has been justly termed the most beautiful harbor in the world.

In 1879, the old jail on Raymond street was almost entirely torn down, nothing but the walls remaining, and a new building, adjoining the old site, was erected at a cost of \$250,000. The reconstruction of the old jail and the addition of the new wing gave to the city a long-needed building, its requirements in this direction having long outgrown its accommodations. The old jail was built in 1839 and added to six years later by the erection of what was known as the female wing. Many noted prisoners were confined there, and, like all such buildings, considerable romance gathered about it.

The year 1880, being a census year, is impor-

tant as giving official data upon which to base an estimate of Brooklyn's advance. The United States census of that year showed five thousand one hundred and fifty-four manufactories, with nearly sixty-nine million dollars capital invested, which produced in a year one hundred and eighty-eight million, four hundred and seventy-three thousand and sixteen dollars. These factories employed forty-five thousand men. The same census showed four hundred and sixty-four clergymen, twelve hundred and sixty-two lawyers, nine hundred and seventeen doctors and more than two thousand

SUSPENDING THE FLOOR GIRDERs OF THE BRIDGE.



SOME OF THE BRIDGE MAKERS ON THE BROOKLYN ANCHORAGE, OCTOBER, 1878.

O. P. Quintard, Secy.,	Wm. Dempsey, Foreman of Riggers,
John H. Prentiss, Treas.,	E. F. Farrington, Master Carpenter,
Henry C. Murphy, Pres.,	Charles C. Martin, 1st Ass't. Engineer,
	F. Collingwood, Ass't. Engineer,
Wm. Van der Bosch,	W. Hildebrand, Chief Draughtsman,
	Geo. W. McNulty, Ass't. Engineer.

The photograph shows how the cables are fastened to the anchor bars, leading to the anchor plate under the masonry.

teachers. The same year saw the establishment of one of the most exclusive of Brooklyn associations—exclusive by the very term of its organization;—the "Old Brooklynites," of which no one can become a member unless he has been for fifty years a resident of the city. Of course it must be realized that mere numbers, a large census enumeration of a population, does not tell the story of a city's prosperity. Large towns have been known to be bankrupt, and a sudden mushroom growth such as, in the expressive vernacular of the day, is known as a "boom," is not always, perhaps not often, healthy. But Brooklyn's prosperity rests on a surer foundation than the numerical statement of her inhabitants, and the latter is rather an effect than a cause.

When we look back over the century so nearly ended and calculate the ratio of growth, we are less astonished at its magnitude, and yet the bare figures representing different epochs cannot but challenge attention. In the opening year of the century the population was two thousand three hundred and seventy, smaller than many an insignificant village that one is surprised to see down upon a railroad map. It was to this little hamlet that Pierrepont brought home his beautiful and cultured wife; here the navy-yard was deeded to the government by John Jackson for forty thousand dollars; here the only manufactories were a few little grist-mills and the people were all farmers, as we have seen, and the hard riders hunted foxes in Flatbush. Then followed two decades of slow and steady growth and the little town showed seven thousand people in place of the two thousand of twenty years before. In the middle of the century the population had increased to ninety-six thousand eight hundred and thirty-eight, and in 1866 to two hundred and ninety-six thousand, with some odd hundreds. Then the census of 1880 presented its testimony that the city contained five hundred and sixty-six thousand six hundred and eighty-nine. Twelve years more have passed; we read the figures again, prepared for a startling increase. We are now nearly a million strong.

One of the attractive features in Brooklyn has been the custom of having parades composed entirely of children and their instructors. The Sunday-schools led the way, and for a generation their May anniversary parade has been one of the sights of the city—"Saint Children's Day," Mr. Beecher called it. For a few years past the public school children have paraded in like manner. On one occasion the public school procession was reviewed by Mayor Chapin, at another by Mr. Cleveland, and by other prominent men

at other times. The parade of 1882 occurred on the 24th of May and the children in line numbered sixty thousand. A more inspiring scene can hardly be imagined than that presented by those myriads of hopeful, fresh young faces, looking eagerly forward, a prophecy and full of promise to the city of the future.

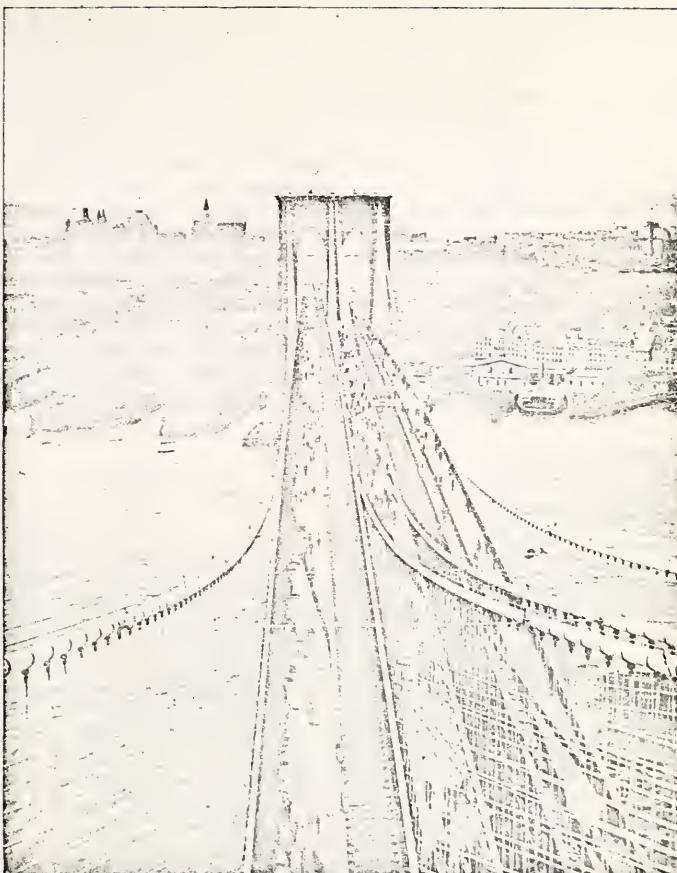
The years 1883 and 1884 showed a rapid growth of business at the docks, the latter year especially. New storehouses and other buildings were erected and a general feeling of prosperity prevailed. One of the incidents of 1884, while of national interest, had also a special significance for the people who had watched with interest the fitting of the Greely relief expedition at the Brooklyn navy-yard. More generally in Brooklyn than elsewhere, because the expedition started from the Wallabout, public attention was on the alert for news of the Greely expedition, and when, on the 17th of July, the news of the success of the search party and the discovery of the missing men was published, the rejoicing was general and sincere.

On August 10, 1884, a brief earthquake shock which extended from Ohio to Vermont, was perceptibly felt in Brooklyn and the immediate neighborhood. The vibrations, which began about 2 p. m., lasted eight seconds. Houses were shaken, church spires rocked slightly, and crockery was smashed in every direction. Many people were panic-stricken, and rushed from their homes, crowding the streets like herds of frightened cattle. In some places windows were smashed, and in the poorer quarters of the city it appeared for the moment as though the rickety dwelling-houses and shops would tumble to pieces. The movement of the earth was rapid and oscillatory, and most people, after their first fright and surprise was over, promptly attributed a seismic origin to the disturbance. At the time of the shock the sky was cloudy, the mercury stood at 75° in the shade, and the barometer registered 30. The earthquake was felt with particular severity at Coney Island. About ten minutes after the tremors had subsided, there was heard a low, rumbling sound, like the muttering of distant thunder.

The generally healthy condition of the city continued during the following year. There was great activity in building and the erection of a number of important buildings was completed. Among others were the Young Men's Christian Association building, the armory of the 47th Regiment, the Lee Avenue Baptist Church, a Gothic structure; the beautiful building erected by the Hamilton Club, at the corner of Clinton and Remsen streets, and a number of the most striking retail stores and business buildings in the city. At that time the bridge trustees were changed, the old board being retired by legislative act. There was an increase of travel and diminution of fares. The only fire of consequence during that year was a large one on the corner of State street and Atlantic avenue, in the early spring. In the police department the civil service rules were applied and fully enforced for the first time and in the post office department a notable and advantageous addition was made to the service by the introduction of the mail wagons now in use. The business of the post office materially increased during that year.

The following year was one of almost unprecedented, or at least certainly unexcelled, material prosperity. The activity of realty and of building operations continued, nearly twenty million dollars being expended in this class of investment during the year and over four thousand new houses being erected. The principal drawback to the general prosperity was the labor disturbance, which found its expression at the sugar-houses and the surface car lines. The sugar-house strike was a threatening one, but was kept well in hand by the police. The same was true of the tie-up on the surface lines, which accomplished nothing except the recognition of the Knights of Labor as an organization.

The Wallabout coal handlers and longshoremen, dissatisfied with their pay, struck for higher wages in the latter part of January, 1887. At first the affair was not thought to be of importance and both employers and strikers said that the difficulty would soon be settled. But each day presented new complications and fresh developments, so that by the 26th of the month the strike threatened to become general and serious inconvenience resulted to all concerned. Ocean steamers lay at their piers unable to go to sea because of the impossibility of coaling and because the longshoremen refused to handle Old Dominion freight. At the piers of several of the principal ocean transportation companies, vessels could neither load nor discharge cargoes. It was an affiliation of the coal handlers' and longshoremen unions and arose from the fact that the Old Dominion company had employed non-union men to handle its freight. The trouble increased from day to day, the men standing firm and the embarrassment extending from the steamship wharves to the sugar refineries, surface car lines and other industries, in fact wherever coal was a necessary adjunct to business or manufacture. At various points, non-union men were employed, but among them were constantly to be found the proselyting emissaries of the unions and many of them joined the ranks of the latter. Those who remained were under police protection. Not only in Brooklyn, but in New York and the Jersey towns, the effect of the tie-up was felt to the great detriment of business. Then came threats of violence, and an effort to draw railroad employees into the war spread still greater consternation. Coal began to be so scarce that the want of it was felt not only in factories, stores and public institutions, but also in private houses and especially among the poorer classes. By the 5th of February it was reported that the longshoremen were weakening. For a few days no further evidence of this



LOOKING DOWN FROM BRIDGE TOWER, OPENING DAY, MAY 24, 1883.

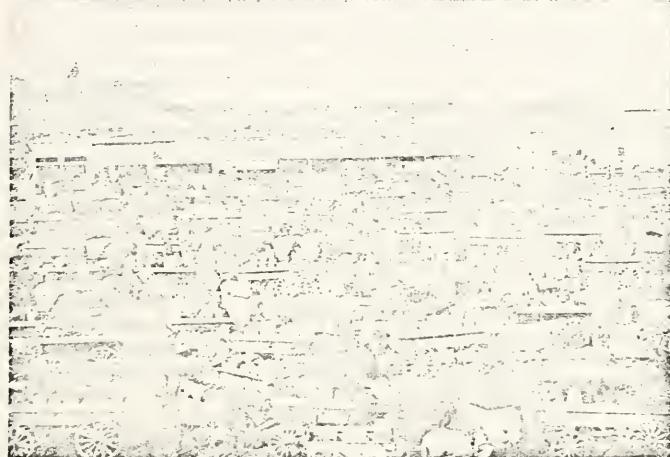
was seen, but gradually, with the employment of new men and a readjustment of facilities, work at the piers was resumed, and finally the longshoremen, after a long idleness, were forced to admit their defeat and those who could find employment resumed work once more.

When on Tuesday, the 8th day of March, at half-past nine in the morning, the announcement was made that Henry Ward Beecher was no more, a general mourning pervaded the whole city. Crowds gathered in front of the house, not drawn by curiosity but full of sincere sorrow and sympathy. By the order of the mayor the flags on all the public buildings were placed at half mast and emblems of mourning met the eye everywhere. Notice of Mr. Beecher's death was taken at Albany by the legislature in a resolution to pay state honors to the man whose courage, energy and mental endowment had been so long the pride of his fellow-citizens. The assemblage at his funeral in Plymouth church of representative men in every walk of life, eminent not only in the city, but in the councils of the nation, bore witness to the fact that his death was not Brooklyn's loss alone, but the country's. The city paused while its foremost citizen was laid to rest.

A terrible fire which consumed the Havemeyer sugar refinery in June, 1887, destroyed a million dollars' worth of property and threw half a thousand men out of employment. The conflagration occurred during the night when all ordinary work was at a standstill. It was immediately whispered that the fire was of incendiary origin, but no proof of this could be found. The refinery was situated on Commercial street and within fifteen minutes after it commenced Assistant Chief Smith of the fire department had twelve engines, four trucks and the fire boat "Seth Low," on the scene, and all that could be accomplished was done to save the fated building. The sky was lighted so that the ruddy glare could be seen for miles, and the incident is recollected as one of the most severe individual fires that Brooklyn has ever experienced.

On the 8th of July, 1887, Brooklyn was visited by one of those remarkable storms which we are apt to consider peculiar to tropical countries. The weather had been hot and humid for several days and the indications of storm were pronounced enough to attract the attention of the weatherwise, but no one expected more than an ordinary summer thunder-storm, when suddenly, at ten minutes past noon, a cloud of yellow dust advanced through the city from the northwest. It came, not like a cloud but rather like a wall, broken into spirals and columns of whirling murk. People escaped from it as best they could, to houses or whatever shelter offered. Behind the wall of dust was a wall of water; it was not rain but a sheet like an advancing waterfall that deluged everything. Somewhere with the dust and the rain or between them or after them, no one seemed quite sure what the sequence, a terrific wind swept over the roofs and through the streets, levelling every movable thing that the dust did not bury or the rain submerge. Roofs became air ships and chimneys were catapults, church spires trembled, slate flew in showers, windows were broken, shutters and doors wrenched from their fastenings and conservatories ruined. But the greatest devastation, perhaps, occurred among the trees that beautified the city. Dozens of these were destroyed, snapped off or twisted into firewood. From the elms and oaks in the park to the beautiful giant, two feet in diameter, that stood in front of the St. George hotel, nothing was spared that chanced to stand in the tornado's track. Out at Fort Hamilton a great deal of damage was done. Flatbush suffered much and many suburbs of Brooklyn felt the force of the blow, but the greatest devastation was in the 26th ward, from the Jamaica plank road to the New Lots road and between Eldert avenue and Alabama

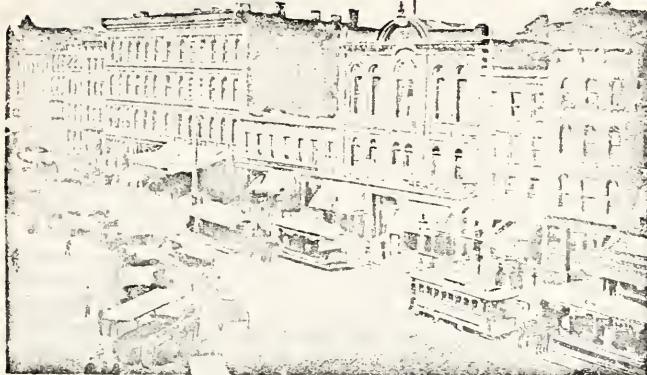
avenue. Everywhere throughout the city the electric wires, and even the poles, were down; vessels were driven away from the wharves and many were the losses experienced by those who were engaged in shipping. During the time that the storm lasted there was darkness, on account of the dust and the rain. Afterwards a lull was accompanied by a dull, hot, humid afternoon, but at about ten o'clock in the evening the tempest began again, and it seemed as though the localities which had been lightly visited by the blow of the morning were specially selected for an evening visitation. The



EARLY MORNING AT THE WALLABOUT MARKET.

damage done by this storm amounted to many thousands of dollars and was looked upon as one of those mysterious events to which no adequate cause can be assigned.

The beginning of the year 1888 was marked by the prevalence of small pox in Brooklyn, to the great alarm of the people. While every possible precaution known to sanitary science was taken, yet for some days the disease not only prevailed but increased, and many of the more timid citizens left the city. For a time the pest wagons were busy, the hospitals were full, and a serious epidemic was anticipated. But the danger fortunately gave way to prompt measures and medical skill. It had given opportunity, however, for the heroism of some of the more self-sacrificing citizens to exhibit itself, and especially showed the efficiency of certain public officers. There are certain dates that are not likely soon to be forgotten by the people of the United States, especially those of eastern cities. The date of the great blizzard, March 12, 1888, is one of these. A flood of rain, which lasted until the small hours of the morning, was suddenly developed into a white-winged tempest, and by breakfast-time sidewalks were piled high and front doors were blockaded. In the morning of the first day of the storm people ventured to business, to store or office or court, but did not repeat the experiment at once. The mountains of snow which throughout the entire week blocked every street, making "no thoroughfare" of the highways, and imprisoning a whole population, have had too many descriptions to make another other than superfluous. Every one knows how the strong as well as the weak succumbed to the resistless force of the wind-driven snow, how lives were lost and commerce was interrupted, and hundreds of thousands of dollars were lost in the great storm. The appliances of civilization, the uses of steam and electricity, upon which we are wont to pride ourselves, were all

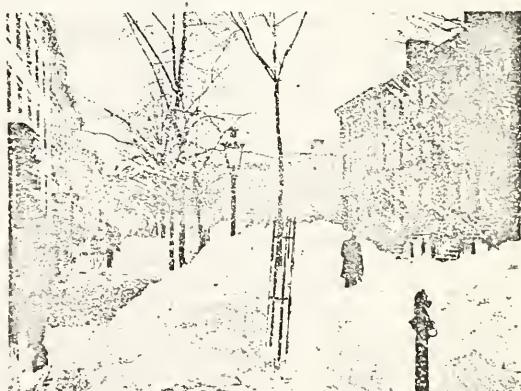


FULTON STREET, BEFORE THE "L" ROAD OR TROLLEY.

and New York has been strong enough for the passage of persons and teams. In 1780, the harbor was frozen over, and teams crossed to Staten Island. In January, 1821, there was a crossing for sleighs from New York to Jersey City. On February 13, 1844, the Long Island Sound was passable a few miles above the city. The ice-bridge of January 20, 1852, still lingers in the memory of many who used it in going between Brooklyn and New York, and an illustration of the scene is presented in these pages, as well as one of that of January 25, 1867, when five thousand persons, Henry Ward Beecher among them, made the passage. The ice broke up before it was expected to, and some of the adventurous spirits were carried down the bay, and the tug boats reaped a harvest in rescuing them. An intervening crossing was on February 10 and 11, 1856. The last ice-bridge previous to that of the blizzard of 1888 was on February 12, 1875, when the East river was passable for three and a half hours.

The year 1889 opened its list of casualties by a tornado that blew down a portion of the navy-yard barracks and did some further damage. This occurred upon the 9th of January. Before the end of the month, a sensation of quite a different character was caused by the tie-up of the Atlantic avenue road, owing to a car drivers' strike; the affair began to assume serious proportions, and caused great inconvenience to people in that part of Brooklyn, but after nine days of inaction the cars were run again, under police protection. On the 2d of May, 1889, the Washington Memorial dinner, which was given on the evening of the last day of the Washington centennial celebration, at the Academy of Music in Brooklyn, drew together at least five hundred and fifty of the most truly representative citizens of Brooklyn. Mayor Chapin, the Rev. Dr. Chamberlain, Dr. Behrends, Father McCarty, St. Clair McKelway, and others, made eloquent addresses, the excellent band of the 13th Regiment furnished the music for the occasion, and the father of his country was honored, eulogized and toasted in a way that must have satisfied the most patriotic guest. The great sugar refinery belonging to Dick & Meyer, between North Seventh and North Eighth streets, near Kent avenue, took fire on the afternoon of Saturday, the 7th of September, 1889. The plant consisted of an extensive group of buildings, among which was one recently added to the main refinery. The fire commenced with a loud explosion, which was heard at half past one o'clock. In a very few moments smoke was observed, and the workmen, panic-stricken, poured from the buildings. Such means as were at hand were used to quell the fire, but without suc-

rendered useless in a few hours, and for more than a week the problem of getting food and other supplies for which the city depended on the country, was a serious and a most perplexing one. During the famous storm the East river was for several hours, on Monday, March 12, frozen over so that persons could cross on it, though the severity of the weather was such that few attempted thefeat. Apropos of weather, it may appropriately be chronicled here that on seven different occasions during the past hundred years or so the ice on the waters adjacent to Brooklyn



THE BLIZZARD OF MARCH 12, 1888.

cess, and when the engines of the department reached the spot, it had gained such headway that it was impossible to save the property immediately involved. But it was of the utmost importance to protect the warehouses in the vicinity from the spread of the fire, and this was done effectually by the fire boat, the "Seth Low" being promptly on hand. But a cooperage opposite the refinery caught fire, and other buildings followed. As wall after wall fell, and the fierce heat again and again drove back those who were fighting the conflagration, it seemed a miracle that the fire should be checked, but the feat was accomplished and vast fortunes were saved. As it was, the loss amounted to about \$2,000,000. The members of the Pan-American Congress left Washington city for New York on the 16th of December, 1889, accompanied by Mr. Blaine, and proceeded in the afternoon to Brooklyn, where they had been invited to attend a reception at the Hamilton Club. Both from the standing of the club and the prominence given to the delegates of South American powers by virtue of their mission, the affair was one of significant interest.

In October, 1889, the first board of commissioners of electrical subways rendered a final report of their work of putting underground the electric wires which had so long disfigured the city. Although the conditions of the law under which they worked were such that only a beginning could be made, nevertheless a great improvement was effected in the appearance of important thoroughfares, and the system adopted has proved successful in its practical operation, as well as in avoiding the danger of underground explosions, such as have occurred elsewhere. This has been due largely to the thorough ventilation of the underground conduits, so that explosive gases pass off and do not accumulate, and also as to the fact that the high-tension electric light wires were omitted from the system, fifty miles of these being safely carried on the structure of the elevated railroads. In 1884 the legislature included the Brooklyn authorities in a peremptory order to put all wires underground by November 1, of that year; this, however, was impracticable. An act of 1885 created a board of commissioners of electrical subways, and Mayor Low appointed Professor George W. Plympton, Dr. Rossiter W. Raymond and John Reynolds as members of this board. They adopted a system proposed by the New York & New Jersey Telephone Company, the invention of W. D. Sargent, now vice-president of the company, in which creosoted wood was used for conduits. The work of building conduits and laying wires, begun immediately, was delayed in 1886 by interference of the common council, but was renewed in 1887, when the courts had settled the differences and the legislature had extended the term of the commission to 1889. By 1888 nearly three thousand miles of wire had gone underground, though the removal of poles did not follow in the same proportion, by reason of a clause in the act excepting from its provisions the poles carrying city wires; and many poles are still standing bearing only police and fire department wires, which might come down if the departments had appropriations for the purpose. An act of 1892 created a new commission, which operates under the inadequate law of 1885. It consists of Professor Plympton and Frederick R. Lee. Enough has been accomplished to demonstrate the feasibility of underground wiring for cities, and the exhaustive final report of the first Brooklyn commission has been used as an authoritative statement of the problems involved in electrical subways.



BOATHOUSES NEAR BERGEN HOMESTEAD, THIRD AVENUE, 1884.

A matter which excited not a little interest in 1891 was the securing of an injunction by William Zeigler to restrain the city from purchasing the plant of the Long Island Water Supply Company. The suit began upon the 5th of January, and lasted for several months; two days after the granting of the injunction, Justice Bartlett continued it and decided that the case must be tried. The corporation counsel, at a later date, asked for a dissolution of the injunction; then Mr. Zeigler served an amended complaint upon the city officials, which they answered in due form, and the next thing the interested taxpayers were startled to read was that important papers in the Zeigler suit had mysteriously disappeared. Just before this, Judge Dykman vacated Mr. Zeigler's injunction. Then Justice Cullen decided that the case must be tried before a judge. It finally reached, by various steps, the Court of Appeals, which at length decided against Mayor Chapin *et al*—or, in other words against the city government. Steps were

subsequently taken to acquire the property by condemnation. Early in January, 1891, the city of Brooklyn decided to buy Wallabout market lands, of the United States government, for \$700,000. This sale was recommended to the government by the secretary of the navy, Mr. Tracy, as being desirable because of the unnecessary extent of Federal possessions there. The residents of the eastern district of Brooklyn assembled in a mass meeting on the 14th of April to advocate the construction of a new East river bridge. This project was then but in embryo. On the 5th of October of that year the new real estate exchange on Montague street was opened to the inspection of the public. During the same month an interesting event occurred at Clinton and Remsen streets. This was a mass meeting of the Christian Endeavor Union. The growth of the society in all its chapters, and the mammoth convention held in New York in 1892, are well known to everyone. Almost at the very close of 1891, on the 29th of December, the Right Reverend John Loughlin, bishop of the diocese of Long Island, died, to the deep regret of the many who knew him. And upon the very last day of the year, the boards of aldermen and supervisors, as well as various clubs and societies, took action and passed resolutions of regret and respect.



BLASTING OF FLOOD ROCK, HELL GATE, 1886.

Many of the important events of the years over which we have run in this chapter have not been chronicled, because they have their place in other parts of the book in connection with special subjects. To narrate in their order and exhaustively the incidents which have aroused and interested the people of Brooklyn for the past twenty-five years would be both unnecessary and impossible. But the chronology of the past few years has so fresh an interest that the more important events are here presented as selected from the complete *resume* of each year given in the pages of the EAGLE Almanac since 1886:

1886.

- Feb. 2 Governor Hill signed the Bridge Extension Bill.
- Mar. 2 Charles Pratt gave \$100,000 to the Adelphi Academy.
- Mar. 4 Tie-up on the Atlantic avenue road; a riot suppressed by the police; the strikers won.
- Mar. 27 Tie-up on the Eastern District roads; the men victorious.
- April 21 Three thousand employees of Eastern District sugar-houses go out on a long strike.
- April 27 Rioting in the Eastern District; police fire on strikers.
- May 11 End of sugar-house strike; the men give in.
- May 13 New Lots annexation bill becomes a law, without the Governor's signature.
- May 31 Decoration Day exercises attended by President Cleveland and his cabinet.

1887.

- Jan. 7 Permit granted to Union Elevated Railroad to build on Hudson, Fifth and Flatbush avenues.
- Feb. 26 The bill appropriating \$1,500,000 for the Brooklyn Federal Building becomes a law.
- Mar. 2 Cable cars began running on Park avenue.
- Mar. 8 Death of Henry Ward Beecher.
- Mar. 31 Charter granted the Brooklyn German Hospital.
- May 19 The bill incorporating the Pratt Institute for technical education became a law.

Sept. 30 At the installation of the Rev. R. R. Meredith, D. D., pastor of the Tompkins Avenue Congregational Church, all Congregational societies in New York and Brooklyn were invited for the first time in twelve years.

- Oct. 4 Beecher Memorial service in the Academy of Music. Dr. Parker, of London, delivers an eulogy.
- Nov. 15 Fire destroyed the Prospect Park and Coney Island Railroad stables at Ninth avenue and Twentieth street, burning 150 horses and causing a loss of \$250,000.

1888.

- Jan. 1 Long Island Railroad rapid transit extended to Woodhaven.
- Jan. 17 Erection of new board of education building begun.
- Jan. 21 Small-pox alarmingly prevalent.
- Feb. 14 Fall of derrick on Union road, Broadway, near Fayette street; four killed, fifteen injured; struck a street car, killing driver and horses.
- Mar. 24 First train to ferry runs on Kings County road.
- April 24 Kings County "L" formally opened.
- May 9 Dr. Lyman Abbott called as permanent pastor of Plymouth Church.
- Nov. 5 Opening Hudson avenue branch Union "L."

1889.

Jan. 9 Tornado causes the explosion of a tank of the Citizen's Gas Company, Smith and Fifth streets—A portion of the Navy Yard barracks blown down.

Jan. 25 Tie-up on the roads of the Atlantic Avenue Railroad Company.

Jan. 26 No cars run on the Atlantic Avenue Railroad.

Jan. 27 The thirty-fifth anniversary of the Young Men's Christian Association celebrated in fourteen different city churches.

Jan. 28 The railroad strike continues.

Jan. 31 The first car on Fifth avenue line runs.

Feb. 4 Cars run under police protection.

Feb. 5 The strike nears its end—A bill introduced in the Legislature for a tunnel connecting Brooklyn and New York.

Feb. 7 The strike at an end; a complete victory for the railroad company.

Feb. 11 City bonds to the amount of \$1,600,000 issued.

Feb. 18 Opening of the new collegiate building of the Adelphi Academy.

April 4 Rev. Edward Beecher, D. D. was run over by a train and lost one of his feet.

May 1 A banquet at the Academy of Music, Centennial of George Washington's first inauguration.

May 12 Laying of the cornerstone of St. Louis' Church—Death of Electus B. Litchfield.

May 30 Memorial Day—President Harrison reviews the parade in Brooklyn.

June 6 Ex-President Cleveland reviews Sunday-school parade.

June 12 The Jay Street Cathedral badly damaged by fire.

July 13 The Brooklyn City Railroad Company gets control of five more lines.

July 16 Hogan takes a fatal trip in the Campbell air ship.

Aug. 5 Opening of the Fifth avenue branch of the Brooklyn "L" road.

Aug. 22 Christian W. Luca killed by Charles McElvaine.

Sept. 8 Dick & Meyer's sugar refinery burned; loss \$2,000,000.

Sept. 10 Storm and tide sweep Coney Island coast and cause great damage.

Sept. 11 Storm at Coney Island continues.

Sept. 21 Bishop Loughlin performs the first ordination rites in the new Cathedral—The Polytechnic and Collegiate Institute becomes the Polytechnic Institute of Brooklyn.

Oct. 7 Seth Low elected President of Columbia College.

Oct. 13 The Brooklyn Tabernacle destroyed by fire.

Oct. 23 Charles McElvaine convicted of the murder of Christian W. Luca.

Oct. 28 Ground broken for Dr. Talmage's new church.

Oct. 31 Five car lines added to the Brooklyn City Railroad property.

Nov. 13 Ex-President Cleveland lays the cornerstone of the Thomas Jefferson Hall.

Dec. 6 Theodore Wild, *alias* John Greenwall, hanged for the murder of Lyman S. Weeks; last execution by hanging in New York state.

Dec. 14 The cornerstone of the Montauk Club building laid—Death of Dr. Reuben T. Jeffrey, founder of the Marcy Avenue Baptist Church.

Dec. 16 Delegates to the Pan-American Congress tendered a reception at the Hamilton Club.

Dec. 18 The Adelphi Academy partially destroyed by fire; loss about \$75,000.

Dec. 22 Twenty-fifth anniversary of the pastorate of the Rev. John White Chadwick.

Dec. 26 \$300,000 of the city's bonds sold at large premiums.

1890.

Jan. 7 Continued increase of deaths from the "gripe."

Jan. 9 Two children killed and five persons injured by fall of wall of Throop Avenue-Presbyterian Church.

Jan. 11 Bishop Loughlin formally opens new St. Francis Hospital.

Jan. 13 Charity Ball, first in ten years at Academy of Music—Commissioner of City Works, John P. Adams elected Chairman of Democratic General Committee—Senator McCarren introduced bill to construct bridge over the East river from Broadway, Brooklyn, to New York.

Jan. 14 East River Railway Company incorporated to construct tunnel under East river from Brooklyn Eastern District to New York—Franklin Woodruff elected chairman of Republican General Committee—Statue proposed in honor of J. S. T. Stranahan.

Jan. 28 Bill introduced for three more police justices for Brooklyn—Captain Elihu Spicer gives \$20,000 to Polytechnic Institute for a library in memory of his son—A broken switch causes serious delay on the Bridge.

Jan. 30 Full collegiate charter issued to Polytechnic Institute.

Jan. 31 Governor Hill commutes death sentence of Jockey Stone to life imprisonment.

Feb. 2 Rev. Theodore L. Cuyler resigns his pastorate, to take effect April 6.

Feb. 3 Ex-Mayor Seth Low installed President of Columbia College—Secretary of Navy Tracy's house burned Washington; Mrs. and Miss Tracy killed.

Feb. 10 Cornerstone of new Tabernacle laid.

Feb. 17 Committee on military affairs report favorably on Martyr's Monument bill—Controlling stock of the Union Ferry Company passes into the hands of a New York syndicate.

Feb. 26 Site of old Tabernacle in Schermerhorn street sold for \$40,000—New syndicate assumes control of Union Ferry Company.

Mar. 31 Wagner's opera of "Parsifal" produced by Seidl Society at Academy of Music.

April 5 Secretary of Navy Tracy advises United States Government to sell nineteen acres of Brooklyn Navy Yard lands.

April 16 President J. S. T. Stranahan and four directors resign from Union Ferry Company—Commander McCalla placed under arrest at the Navy Yard—Reception to Rev. T. L. Cuyler and gift of \$30,000.

April 19 Asa Waterman shoots Peter Doran dead on Lorimer street—Ilanover Club holds first meeting in new quarters—Electric cars commence running to Coney Island.

April 21 The syndicate comes into complete control of the Union Ferry Company.

April 22, Martyr's Monument bill blocked again in the house of representatives—Completion of new dry dock at Navy Yard.

May 10 Death of Rev. Wm. Keegan, Vicar General of Long Island.

May 15 Ferryboat "Pacific" nearly sunk by steamer "State of Georgia" in East river—Three boys killed by caving of earth bank on Seventh avenue.

May 18 Death of Kipley Ropes.

May 19 Fair in honor of Father Fransoli opened by ex-President Cleveland.

May 24 Panic on overloaded steamer "River Queen"—\$200,000 Charities deficiency bonds sell above par—An embankment, corner of Dupont and West streets, falls and buries three Italian laborers—Twenty persons poisoned by ice cream in Eastern District.

May 27 Jubilee banquet to Father Fransoli, fifty years in priesthood.

May 29 Exile wins the Brooklyn Cup.

June 17 Salvator wins the Suburban.

June 23 Steam tug "Alice E. Carew" blows up at Erie Basin; two men killed—Serious fire at Penitentiary—Atlantic Color Works, Eleventh street, burned; loss, \$35,000.

June 25 Justice Kenna made Chairman of Democratic campaign committee.

July 11 New York Bagging Company's works in Eastern District destroyed by fire; loss, \$200,000.

Sept. 3 \$200,000 fire in Wallabout Market.

Sept. 12 Brooklyn Institute nearly destroyed by fire—Twenty-third Regiment team win the Creedmoor prizes.

Nov. 12 Dedication of new Union League Club house—Henry M. Stanley lectures on Africa at Academy—Grand masonic reception at Criterion Theatre.

Nov. 18 Launch of United States steel cruiser "Maine" at Navy Yard—State railroad commissioners authorize electric cars on Third avenue.

Nov. 26 The BROOKLYN DAILY EAGLE publishes entire *fac simile* of its first issue of October 26, 1841.

Dec. 7 A. L. Namm's store, 335 Fulton street, burned—George William Curtis discourses on William Cullen Bryant at Second Unitarian Church.

Dec. 12 Mechanics file a lien for \$76,000 against the new Brooklyn Theatre—A house in South Brooklyn blown down, killing a young girl.

Dec. 27 William Zeigler secures injunction against transfer Long Island Water Supply Company's plant to the city.

1891.

Jan. 5 Beginning of William Zeigler's suit to restrain the city from purchasing the plant of the Long Island Water Supply Company—Rev. R. R. Meredith resigns chaplaincy of 23d Regiment.

Jan. 12 John P. Adams re-elected Chairman of Democratic General Committee—Stepniak, the Russian revolutionist, lectures at first Baptist Church on "Tolstoi's Ideas"—Bishop Littlejohn refuses a license to preach in his diocese to Father Ignatius, the English monk—The Tabernacle and Plymouth Church each gets a legacy of \$5,000 from Emma Abbott.

Jan. 13 Ex-Register Hugh McLaughlin receives \$15,000 from the city for his house on Jay street—William W. Goodrich elected chairman Kings County Republican General Committee.

Jan. 15 Fire Commissioner Ennis reports 1,216 fires in Brooklyn in 1890.

Jan. 27 Postmaster Collins establishes twelve postal agencies.

Feb. 3 Fire at Berry street and Wythe avenue, destroys several manufactories; loss \$400,000, and hundreds of men thrown out of work—Bill introduced in the legislature to divide the Eighteenth ward.

Feb. 10 Republican General Committee vote against civil service reform—Senator Birkett introduces a bill providing for two East river bridges.

Feb. 11 Grand Jury investigate St. Johnland.

Feb. 18 Disastrous fire in a Hopkins street tenement and a mother and four children burned to death.

Mar. 5 Com. Hayden appoints as policeman Wiley G. Overton (colored), the first in Brooklyn.

Mar. 6 Judge Moore re-sentences Chas. McElvaine, slayer of grocer Luca.

Mar. 7 Justice Pratt grants permission to mortgage Tabernacle for \$250,000—Russell Sage of New York takes \$25,000 of Tabernacle bonds.

Mar. 8 The Citizens and Municipal Electric Light Companies consolidated with a capital of \$2,000,000.

Mar. 19 Governor Hill approves the new museum of Brooklyn.

Mar. 20 Birkett bridge bill reported adversely.

Mar. 21 Explosion of oil still in Charles Pratt's oil works; five men badly burned—Brooklyn athletes win many prizes at New Haven, Conn.—Ground broken for cable road on Montague street; workmen stopped by police.

Mar. 24 Commissioner Adams re-issues a permit to the Montague Street Railroad Company.

Mar. 25 The laying of cable track commences on Montague street.

Mar. 29 "Easter Day"—Christ Episcopal Church new memorial chimes (second largest in America) ring out for the first time.

April 4 Last performance of Edwin Booth as "Hamlet" at Academy.

April 12 The "gripe" very prevalent.

April 13 The Water Case argued before the Court of Appeals.

April 15 Eastern District residents in mass meeting advocate a new East river bridge.

April 23 A new ferry company incorporated to run between Brooklyn and New York.

April 29 A row of flats burned in DeKalb avenue; loss \$30,000; 40 families homeless.

May 5 Court of Appeals decides against Mayor Chapin *et al.* in the Long Island Water Supply case.

May 6 Gov. Hill signs a bill to make the Bridge footpath free—A conflagration of lumber yards at Hunter's Point; loss, \$500,000.

May 23 The first coaching parade at Prospect Park.

May 29 Opening of Second avenue electric road.

May 31 At midnight Bridge footpath made free.

May 6 Unveiling of Statue of J. S. T. Stranahan at Prospect Park entrance.

June 16 Loantaka wins the Suburban race.

June 24 Unveiling of statue of the late Henry Ward Beecher in City Hall Park, vast assemblage present; addresses by ex-Mayor Seth Low, Mayor Chapin, Rev. Dr. Chas. H. Hall, Rev. S. B. Halliday and others.

July 20 Montague street cable road open to the public.

Aug. 25 Fierce fire on Atlantic and Georgia avenues; \$100,000 loss; narrow escape of firemen from falling walls—Superintendent Martin and Engineer Bryson examine plans for a pneumatic tube on bridge to connect Brooklyn and New York post offices.

Sept. 12 Informal opening of new route to Boston via Long Island Railroad to Oyster Bay, thence to Connecticut by ferry.

Oct. 5 The old Bridge street ferry-house destroyed by fire.

Oct. 19 Jamaica town officers give franchise to Brooklyn City R. R. Co., to extend its route to Richmond Hill.

Oct. 23 Judge Cullen decides as constitutional the act authorizing the widening of Liberty street for Bridge terminals.

Oct. 28 First locomotive ever used in Navy Yard started on the three-mile track, connecting store houses, docks, etc.—City sold \$750,000 Wallabout market bonds at above par.

Nov. 14 Governor Hill lays cornerstone of new Twenty-third Regiment armory at Atlantic avenue and Pacific street—Crescent Club defeats New York Athletic Club at football and captures the EAGLE trophy.

Nov. 21 Serious break in the conduit near Ridgewood pumping station; four men killed and city's water supply cut off; hotel elevators, factories, the bridge cable and Navy Yard machinery obliged to shut down.

Nov. 23 H. Seearvant, professional nurse, shoots Mrs. Hawley Chapman, wife of his employer, at 38 St. Mark's avenue—Board of Aldermen receives petitions from four Brooklyn surface roads, to use electric trolley system—A fire at 264 and 266 Court street battles twelve engines, from lack of water; fire boat "Seth Low" renders great aid, loss about \$100,000—Bridge cable and dynamo engines obtain water from an artesian well at 45 York street; water famine continues.

Nov. 25 Comptroller Jackson sells entire issue of \$1,000,000 four per cent. water bonds to Blake Bros., New York, at 104 $\frac{1}{2}$.

Dec. 12 The two sections of big sewer, two years building, joined corner Greene and Vanderbilt avenues; city officials lunch in sewer, eight feet underground.

Dec. 22 Disbanding of the old Washington street M. E. Church Society.

Dec. 24 The "gripe" very prevalent in Brooklyn and vicinity.

Dec. 29 Death of Rt. Rev. John Loughlin, D. D., first Roman Catholic Bishop of Brooklyn.

1892.

Jan. 11 Corporation Counsel Jenks prepares a bill to condemn property of Long Island Water Supply Company—First

annual election Brooklyn Institute; Metropolitan Museum of Art, New York, donates valuable collection; Mayor Boody donates \$1,000—Bay Ridge citizens oppose annexation to Brooklyn.

Jan. 13 State R. R. Commissioners permit Brooklyn City & Newtown R. R. to use trolley system—Sir Edwin Arnold lectures and recites his "Light of Asia" before Brooklyn Institute—President Hendrix of Board of Education makes annual report and advises \$500,000 for new school-houses.

Jan. 15 Opening of new building of Polytechnic Institute.

Jan. 21 Mayor Boody sends a bill to Albany providing for a single head park commission.

Jan. 23 Aldermanic resolution permitting trolley system on surface roads becomes a law.

Jan. 26 The Young Woman's Christian Association endowment fund of \$125,000 all paid in; many gifts to the Association—Brooklyn manufacturers of war projectiles running day and night on government orders—Two cases of small-pox in city.

Jan. 29 Orders to Navy Yard to stop all overtime work.

Feb. 8 Chas. McElvaine, slayer of Christian W. Luca, electrocuted at Sing Sing—County Treasurer Adams reports \$729,646.15 trust funds as held by him January 1, 1892—Many property owners on line of Brooklyn City and Newtown Railroad file consent to use of trolley system.

Feb. 11 A bill sent to Albany to enable Brooklyn to acquire title to Long Island Water Supply Company's property—Wallabout marketmen call on Mayor Boody and object to erection of permanent market building—Fire Commissioner Ennis reports 1,496 fires in Brooklyn last year, and a loss of \$1,608,000.

Feb. 18 The new artesian well for use of bridge completed; capacity 216,000 gallons per day—Statistics just compiled show one liquor saloon to every sixty-two male adults of city's population.

Feb. 23 Atlantic Avenue Railroad Company pays \$90,000 for an electric power station on Gowanus Canal, in view of change to trolley.

Feb. 24 A bill sent to Albany to establish a public library in Brooklyn—The McCarran East River Bridge bill passes the Senate.

Feb. 28 Total destruction of Smith, Gray & Co.'s clothing house on Fulton street and Flatbush avenue; car traffic suspended, firemen injured; losses nearly a million.

Mar. 4 Governor Flower signs bill providing for several small parks in Brooklyn—State census shows Brooklyn's population 955,268.

Mar. 11 Very Rev. Mgr. Charles E. McDonnell, selected to succeed the late Bishop John Loughlin.

Mar. 12 Verdict for the EAGLE in the Jones suit; the paper vindicated at every point; during the trial 258 witnesses were called, their testimony filling twenty-nine working days.

Mar. 23 Brooklyn sells \$650,000 3½ per cent. Bridge bonds at about 103½.

Mar. 24 Death of Rev. Frederick A. Farley, oldest minister in Brooklyn.

Mar. 26 East River Bridge incorporators organize and adopt charter—Death of Walt Whitman, the poet; in 1846 editor of BROOKLYN DAILY EAGLE—Old Washington street post-office building abandoned for the new quarters in Federal building.

April 9 \$50,000 pledged by Brooklyn citizens to Grant Monument Fund at committee's meeting.

April 19 Riot among longshoremen at Woodruff's stores; two persons shot and several injured.

April 20 A salary of \$2,000 per annum allowed Aldermen under the new law.

April 27 One million 3½ per cent. Bridge bonds sold about 104.

May 11 City sells \$1,143,000 water and sewer bonds at about 103.

May 17 United States Government advertises for bids to build largest dock in America at Navy Yard, Brooklyn.

May 19 General James McLeer receives orders from Albany to disband the 32d Regiment—Brooklyn Gas Light Company considers J. E. Addicks' offer to buy it for \$2,400,000.

May 26 Plans approved for new \$125,000 bridge over Newtown creek—32d Regiment formally mustered out.

May 30 Terrific fire in Grand street; warehouses, stores and tenements destroyed, narrow escapes, several injured; loss, \$300,000.

June 7 School-house committee of Board of Education recommend purchase of several sites for new schools—Requisitions of City and County departments show increase of \$3,000,000 over 1892—Judge Pratt appoints commission in the Long Island Water Supply Company proceedings—Board of Education vote for four new buildings and four additions to school-houses.

June 13 Thermometer 93 degrees; four prostrations from heat—Strike of 200 Greenpoint iron workers—City Works Department report 77,000,000 gallons of water used in Brooklyn to-day, the largest on record.

June 14 Police report 21,910 dogs in city.

June 30 The budget for city expenses next year is \$10,108,381.80.

July 7 Board of Assessors value "L" roads at \$200,000 per mile for taxation purposes—Board of aldermen award franchises for surface roads through Union street, and through Second avenue to Thirty-ninth street.

July 14 Postmaster Collins' annual report to July 1, shows Brooklyn receives nearly a million letters a week.

July 28 City sells \$600,000 3½ per cent. bonds at nearly 105.

July 29 Thermometer 99 degrees, and in mailing department of post office 118 degrees; work suspended at Navy Yard and factories; many deaths and prostrations.

Aug. 1 Department of Assessment shows taxable increase of real estate valuation of \$18,804,925 over 1891.

Aug. 18 Departure of 23d and 13th Regiments for Buffalo to quell riotous railroad strikers; 14th and 47th ordered to be in readiness.

Aug. 19 Brooklyn and New York troops sent to Buffalo without rations; food cars raided; the 13th guards freight yards.

Aug. 20 13th Regiment routs Buffalo strikers with bayonet in hand to hand conflict; several injured on both sides.

Aug. 22 Strike continues at Buffalo; Brooklyn 13th in position of danger; Colonel Austen calls for 30 day volunteers.

Aug. 30 Steamer "Moravia" arrives from Hamburg; reports twenty-two deaths from cholera on trip.

Sept. 1 Health Commissioner Griffin adopts precautions against cholera.

Sept. 2 Mayor Boody issues cautionary proclamation regarding cholera.

Sept. 13 Governor Flower orders 13th and 69th Regiments and naval reserves to Fire Island to protect quarantined passengers.

Sept. 15 Health Commissioner Griffin reports no cholera in Brooklyn.

Sept. 17 Fire at machine shops at Navy Yard; damage to engines of new cruiser "Cincinnati"; loss, \$100,000.

Oct. 3 Board of Aldermen appoint October 21st for the Columbus and Memorial Arch celebration.

Oct. 4 East River Bridge Company files its detailed plans with New York Board of Aldermen.

Oct. 5 New York and East River Ferry Company incorporated to run ferries from New York to Long Island shore.

Oct. 9 Special Columbian services held in principal churches; pastors of all denominations discourse on the discovery of America and its effect on civilization.

Oct. 10 Opening of "Columbus" week; halls, stores and dwellings festooned with flags; vessels in harbor dressed in bunting; imposing naval parade from Gravesend Bay to River-side Park, N. Y.; 250 vessels in line; French, Italian and Spanish war ships escorted by American war vessels, vessels of Naval Reserve and yachts; salutes all along the line from ships and forts; vast crowds of people along the shore.

front and Bay Ridge; superb display of fireworks on Brooklyn Bridge; Bridge closed to traffic at 7:45 P.M.; after fireworks dense crowds block its entrance; 170,000 persons travel on its cars, 20,000 in excess of any previous day.

Oct. 12 Brooklyn sends four regiments, the Third Battery and Second Brigade Signal Corps, to take part in Columbian procession in New York—Heaviest travel on Bridge since it was built; 223,625 cross in cars; receipts, \$6,467; in last three days 570,387 travelled on the cars.

Oct. 20 Parade of 25,000 children from parochial schools.

Oct. 21 Grand Columbus procession; parade of military, naval and civic organizations and public school pupils; dedication of Soldiers' and Sailors' Memorial Arch, at Prospect Park plaza; addressed by Mayor Boody, Dr. Talmage and Father McCarthy; reception to Grover Cleveland by Montauk Club—Col. W. E. Sinn and his son decorate the statue of Henry Ward Beecher in City Hall Park.

Nov. 1 Dedication of new building, Young Women's Christian Association, on Schermerhorn street; addresses by Rev. Dr. Storrs, Dr. T. J. Backus and others—The old Lott farm in Flatlands sold for \$111,000, first transfer of the property by sale in 300 years.

Nov. 5 Fire in South Brooklyn; three factories and scores of tenements destroyed on Hicks and Columbia streets; thirty-one families homeless; New York Fire Department called upon; losses, \$500,000.

Nov. 12—Burning of Harbeck's warehouse, No. 3, on Furman street; two firemen killed; loss, \$300,000—Crescent Athletic Club defeats New York Athletic Club at football and wins the EAGLE trophy cup—Supervisors pass Columbian celebration bills over Supervisor-at-Large Kinkel's veto.

Nov. 25 Bills against city for Columbian celebration amount to \$51,226.

Nov. 28 Prominent New York railroad men inspect Long Island road; a tunnel proposed from foot of Atlantic avenue to New York—Senator Hale, of Maine, inspects Navy Yard lands, in view of proposed sale to Brooklyn.

Dec. 1 New Utrecht citizens advocate annexation to Brooklyn.

Dec. 2 A syndicate in treaty to purchase Brooklyn City surface lines.

Dec. 5 John Bogart, expert, testifies value of Long Island Water Supply Company is \$2,147,000—Report of New York and Brooklyn Bridge shows large increase of business over 1891.

Dec. 7 \$200,000 surplus bridge earnings turned over to city treasurer.

Dec. 13 Petition to board of aldermen to change statue of Henry Ward Beecher so as to face the Bridge.

Dec. 14 The grand jury to investigate Columbian celebration bills against city.

Dec. 15 Brooklyn library reports over 115,000 volumes on its shelves.

Dec. 17 Fire in Arnott's stores, foot Twenty-seventh street; thousands of bales of cotton burned; Chief Nevins and several firemen jump into the water to avoid falling walls; loss nearly \$400,000.

Dec. 19 Brooklyn City Railroad petitions for leave to extend its lines on fifty additional streets and offers \$250,000 for the privilege.

Dec. 22 President Harrison signs bill for the sale of Navy Yard lands to Brooklyn—City officials testify before grand jury in the Columbian investigation—Long Island Railroad Company authorized to commence boring at Pier 19, East river, for projected tunnel—New York underwriters propose to raise Brooklyn insurance rates twenty-five per cent., because of alleged inefficiency of fire department.

Dec. 24 Burning of the "Berlin" dry goods store, Broadway and Myrtle avenue; 150 employees rescued with difficulty; loss, \$100,000—Exciting fire at 169 Columbia Heights; women leap from windows to save their lives.

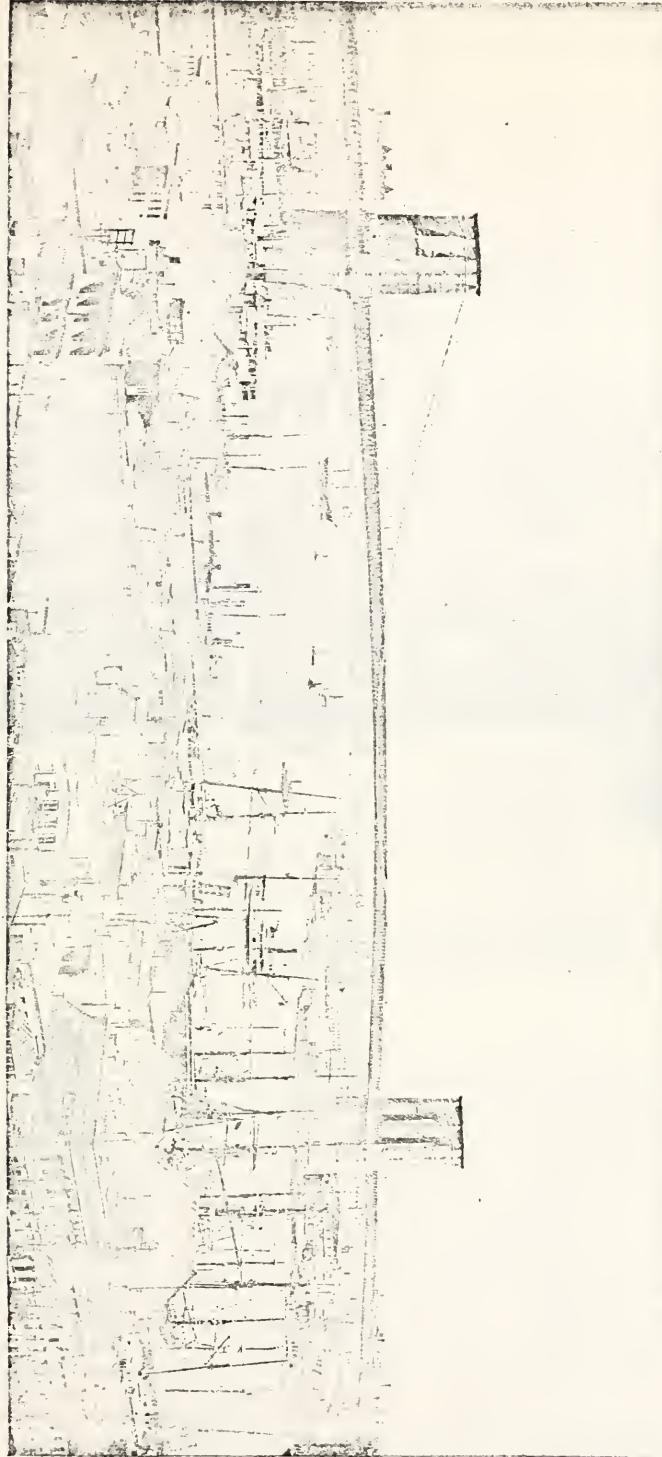
Dec. 27 A Boston, Mass., syndicate formed to buy all Brooklyn gas companies—Wiley G. Overton, Brooklyn's first colored policeman, resigns—Beginning of taxpayers suit against supervisors in Columbian expenditure matter.

Dec. 29 New York police officials visit Brooklyn stations for "points."—S. V. White, who failed a year ago, pays the last creditor in full with interest.

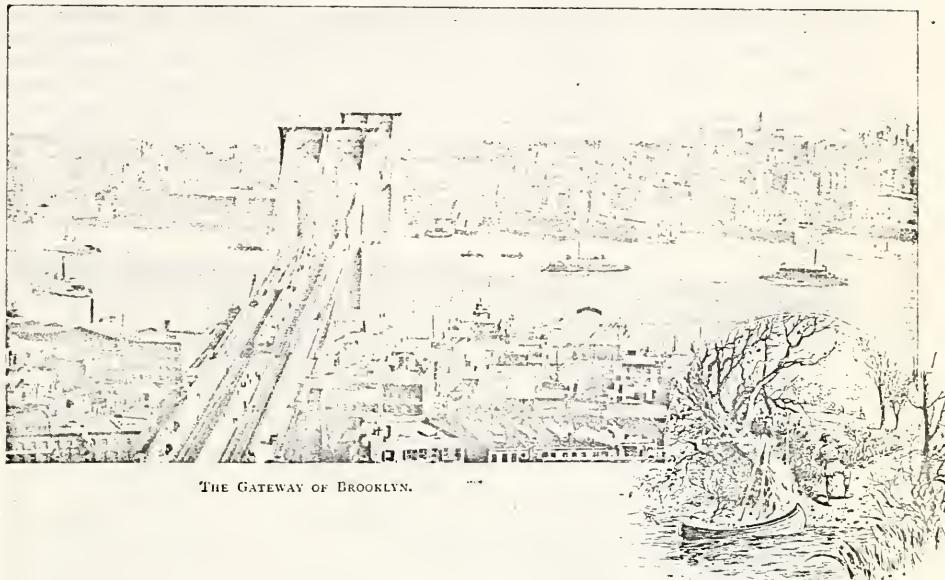
Dec. 30 \$75,000 excise money apportioned to charitable institutions—Sale of Montague street cable road and the Equity Gas Light Company.



CITY HALL, 1864.



THE BROOKLYN BRIDGE.



THE GATEWAY OF BROOKLYN.

BROOKLYN OF TO-DAY.

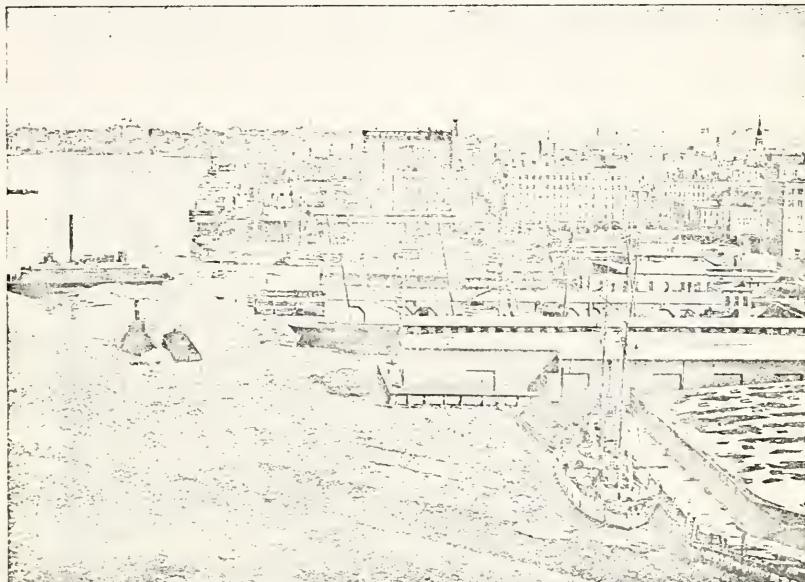


AT that interesting hour when the first and the third cities in the United States celebrated their union in the completion of the great East river bridge, the orators who were called to eulogize the occasion, and who ransacked the realms of simile for some figure appropriate to so distinguished an historical moment, found nothing more effective than the allusion to Brooklyn as the bride of New York. There are certainly many reasons why the metaphor should be considered felicitous. It is appropriate because Brooklyn is of slightly lesser antiquity as a town, while sufficiently contemporaneous in her development to guarantee a unity of taste and sentiment. If one city calls up the idea of commercial eminence, the other represents a special emphasis on those principles which are symbolized by the word "home."

But nothing is more hazardous, and perhaps particularly in the United States, than a broad characterization of a city. As we shall have occasion to see later on, Brooklyn is so much more than might at first be inferred from any single descriptive phrase, that no general terms will answer the purpose. This fact becomes quickly apparent if we stop for a moment to recollect that Brooklyn's position is unique among the cities of the world in that no other city so large as Brooklyn is so near another city so large as New York. Just what are the results of this contiguity, the reader may be informed as the present sketch proceeds. When Brooklyn congratulates itself upon its geographical position there is something more than local bias to explain the assumption. Touching the waters of the sea on the southeast, New York Bay on the southwest, and washed on the west and north by the swiftly running river that separates it from New York; with

much high ground, and soil that is generally sandy below an excellent surface mould, the city finds a sanitary coöperation with nature a far from difficult thing. It has less to justify congratulation in the physical character of its northern and northeastern boundaries, where the ugly waters of Newton creek and the low-lying marshes adjacent present an uninviting prospect; but the creek, by docking and dredging, is becoming less unsightly and more useful to commerce, the low lands are being reclaimed by filling and draining, and certain factories the refuse of which in times past has worried the waters of the creek are being brought under the surveillance of the health authorities.

Within the space of more than two centuries and a half, since the Dutchmen brought to this region the enlightened domestic and civic ideas of progressive Holland, Brooklyn has had time to spread itself over a good deal of territory. This it has done by an interestingly systematic progress and not upon erratic lines. The city occupies the northern part of the county of Kings. Its northeastern boundary is Newton Creek, which separates it from Queens County to a point where an arbitrary line carries the division for a distance of about two miles. Here the line meets Evergreens cemetery (having passed midway very close to Union

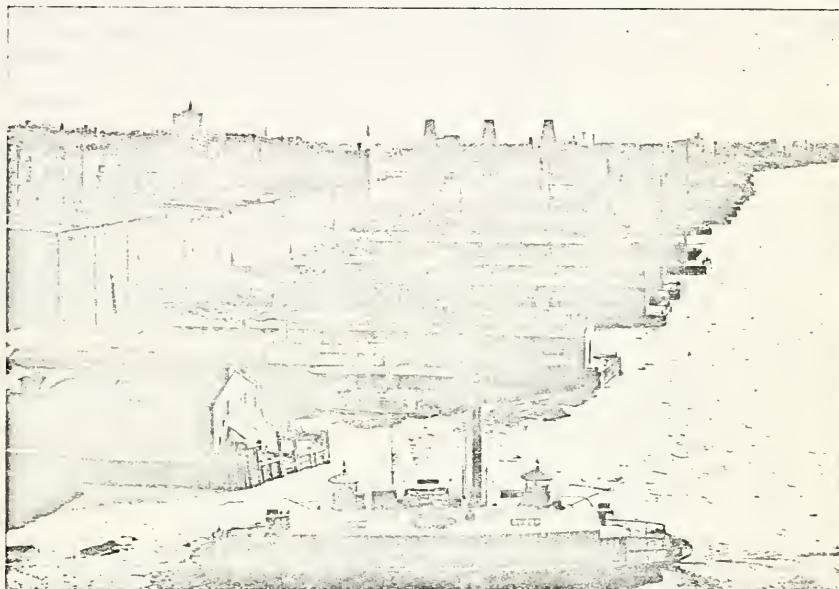


THE BROOKLYN WATER-FRONT—LOOKING NORTH FROM THE BRIDGE.

cemetery) a large and beautifully appointed burial-place of 375 acres, whose size and importance may be judged from the fact that there are six or seven thousand interments in a year. A corner of the Newtown (Queens County) township separates the Evergreens, from another great city of the dead, Cypress Hills cemetery, lying partly in both counties. This burial-place, older by three years than the Evergreens, with a greater total number of interments, has at this time a smaller annual rate. Lying to the south of these two large cemeteries is a district which formerly constituted the village of New Lots, and long popularly known as East New York, but now the Twenty-sixth ward of the city. Its eastern boundary touches the town of Jamaica, and its southern boundary Jamaica bay. This district, joined to the city by a narrow integument, is bounded on the southwest by the towns of Flatbush and Flatlands. Of these two old townships, that of Flatbush is the more intimately associated with the city, of which it has long seemed to be on the verge of becoming a municipal part. It is rich in historical associations, having among its houses some of the finest examples of the old Dutch and English colonial architecture now to be found in this country, as well as many of the most artistic modern Queen Anne and Colonial types. Its main avenue, lined with magnificent trees, begins near the eastern gate of Brooklyn's greatest breathing space, Prospect Park.

Brooklyn people are generally of the belief that Prospect Park rivals in natural beauty any park in the world. This patch of beautiful country, with its 500 acres of lawns, woods, hills, lakes, romantic grottos and glens, its drives and footways, is rightly regarded as one of the most potent attractions of a city with many features of physical beauty. Rich in shrubbery, its oaks, maples, ashes, elms, birches, sumachs, larches, pines and cedars give it an attractiveness as a pleasure-ground, and a charm as a resort for the

student of nature that cannot be too warmly described. South of the park is a field of twenty-five acres used for military parades and reviews and, in the summer season, for baseball and tennis; and leading from this side of the park is a broad tree-lined boulevard known as the Ocean Parkway, and running straight as an arrow five miles southward to the sea. Half a mile east of the park and still on the south-western boundary line of Brooklyn we come to Greenwood, the most beautiful of cemeteries. Its picturesque charm, with its lakes, its fountains, its groves and its vistas, has stirred many a poet, and its distinction as a burial-place is indicated by the presence of many imposing monuments, including those erected to the memory of individuals such as Henry Ward Beecher, DeWitt Clinton, Horace Greeley, James Gordon Bennett and others, and many fine memorials such as the soldiers', the pilot's, and the firemen's monuments. Managed by trustees as a great public trust, enveloped in half a century of sentiment, Greenwood offers a formidable obstacle to the advances of the later scientific ideas as to the disposal of the dead. About two-thirds of Greenwood is within the city line, which runs southwest for over a mile, and then turns northwest through Sixtieth street until it reaches the shore line of the upper bay, and a point



THE BROOKLYN WATER-FRONT—LOOKING SOUTH FROM THE BRIDGE.

distant on a straight line about seven and a half miles from the starting-point of this tour of description.

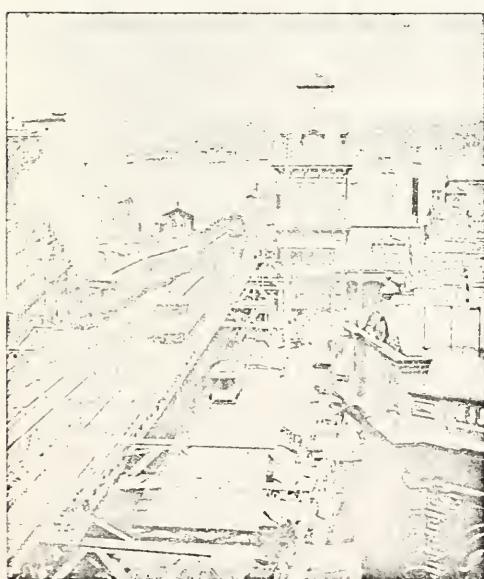
Having thus skimmed the tortuous inland boundary of the city, we may now glance at the city's highly interesting water-front. In purely picturesque interest this water-front is one of the most striking to be found anywhere in the world—a fact of which Brooklyn people themselves are very largely unsuspicuous. The long line of stores, factories, etc., grim and forbidding, that stretch from Red Hook to Newton creek, with breaks only where the ferry slips occur, tells an eloquent story; and the masts and spars and funnels of a vast fleet of steamers and sailing vessels emphasize the story. Brooklyn has a water frontage of more than fifteen miles, including the indentations of bays and basins. The boundary line through Sixtieth street represents the division between Brooklyn and the town of Bay Ridge. Starting from the foot of Sixtieth street and passing northeast along the bay shore, the opportunities of which for a fine driveway have been perceived and are to be further developed in the near future, we come to Gowanus Bay, which terminates in a canal running into the city for the distance of over a mile. Several bridges cross this canal, which has subserved various lumber, grain, coal, brick and other shipping interests. The neck of land bounded on one side by the canal and Gowanus Bay, and on the other by Buttermilk Channel—now separating Governor's Island from the mainland, to which a strip of land once united it—is called Red Hook, and is notable for a famous series of docks. The Atlantic docks, with a wharfage of two miles or more, and the Brooklyn and Erie basins adjoining, give a hint of the extent to which Brooklyn, while not a port of entry, but within the customs district of the port of New York, participates in the great shipping industry. The Erie basin is surrounded by a breakwater three hundred feet wide, extending out into the

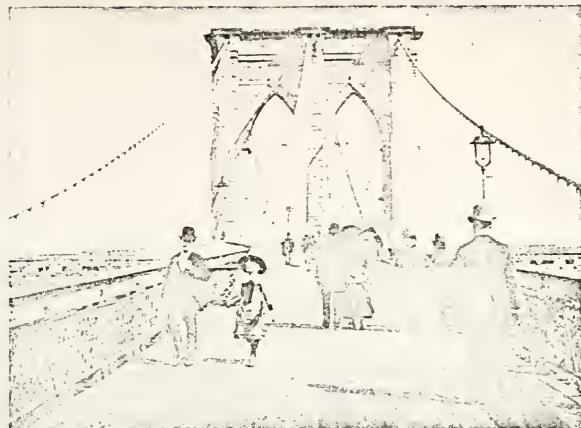
bay nearly one thousand feet, and from that point east about four thousand feet to Columbia street; thence north about two thousand feet to the original beach. The largest ships and steamers can enter the basin and land cargoes right at the dock sides. The great Anglo-American dry docks, recognized as the largest dry docks on this continent, are located here. The other docks in the basin are lined with warehouses and grain-elevators. Ships arriving from all parts of the world, and canal-boats with grain from the west, discharge cargoes there, and their freight is stored on the spot ready for reshipping. The receiving and exporting of grain at this point represents a traffic greater than that carried on in New York, Jersey City and Hoboken taken together. In a single hour the grain elevators of Brooklyn, most of which are in this region, can transfer one hundred and twenty-seven thousand bushels. We have already passed one ferry running from the Battery, New York, to the port of Thirty-ninth street, beyond Gowanus Bay. At the north end of the Atlantic docks we come to the Hamilton ferry, also from lower New York, and running to the foot of Hamilton avenue. Brooklyn has sixteen ferries, run by seven companies. Some of the boats are double-decked, and most of them are comfortably and handsomely fitted. Most of the ferries run boats on a few minutes' headway. Electric lights, porters who are constantly sweeping and scrubbing, and boot-blacks who do a flourishing trade in the men's cabins, are comparatively recent features of a service of which the public seems to have few serious complaints to make. A Brooklyn clergyman once said that salvation was "like the life preservers on the Brooklyn ferry-boats—hard to reach." But nowadays the life preservers are generally found under the seats, or in accessible depositories at the doors. Brooklyn's oldest ferry, at the foot of Fulton street, called simply "The Ferry," in the days when the city was settled by the Dutch, and still going by that title when, in revolutionary days, Washington and his army escaped by its boats under the very noses of the British, became Fulton ferry when the genius of the paddle-wheels had made river transit a little easier and quicker. It was a great line of traffic until the magnificent span of the suspension bridge, in whose shadow its boats now run, was completed, and made a medium for the transit of thousands who cross from Brooklyn to New York and back again every working day in the year. The massive bridge was the result of the rapidly increasing demand for easy transit. With the serious interruptions of fog and ice, and the absolutely dangerous pressure of the morning and evening crowds, the demand for a bridge became imperative.

The building of the bridge began in 1870, at a time when the ferries of the city were carrying about fifty million passengers a year. To the impatient public the labor of the unprecedented undertaking seemed interminable. After thirteen years of the most skillful engineering work the world had ever seen, after struggles with stupendous natural obstacles in the building of the great piers, in the making, testing and stretching of the cables, after the loss of many lives and the pressure of many difficulties in the matter of public funds, and the expenditure of \$15,000,000, the bridge was opened to the public on May 24, 1883. In September of the same year the cable cars began running. The fares were originally five cents for railway passengers and one cent for foot passengers. The fare on the cars was subsequently reduced to three cents and the foot-way became free. Structurally the bridge is marvellously light and strong. The fiercest storm, like the blizzard of 1888, whistles past it with no more strain on it than would be given to a board bent upward but with its edge to the wind. Each of the hanging cables contains 5,296 parallel galvanized steel, oil-coated wires, closely wrapped in a solid cylinder 15 $\frac{3}{4}$ inches in diameter. The total height above high water mark of each tower is 272 feet. The central span is 1,595 feet long, and it is 135 feet above high water mark in the centre.

KINGS COUNTY "L" APPROACH TO FULTON FERRY.

One needs but to station himself at either end during the busy hours of the day and watch the outpouring of people from the cars, the constant stream of foot passengers, coming or going, the long train of vehicles of all kinds, from the coaches of the more luxurious travellers to the trucks and vans of commercial houses, to be convinced that this great artery could never be severed or closed without most serious con-



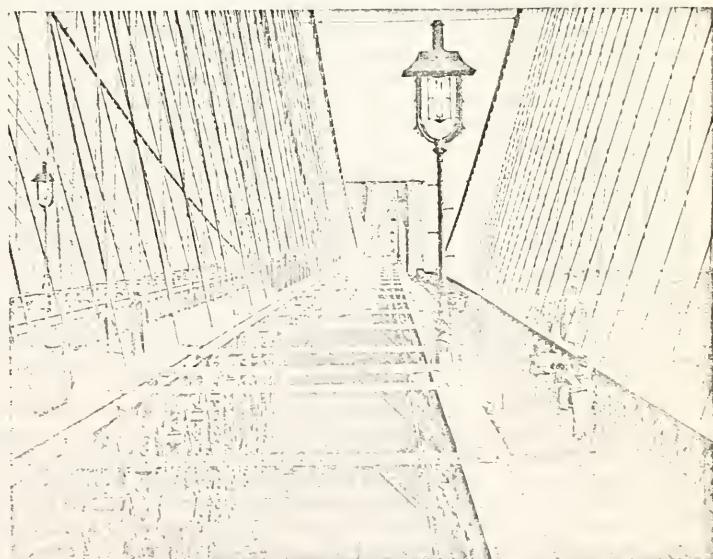


ON THE BRIDGE PROMENADE.

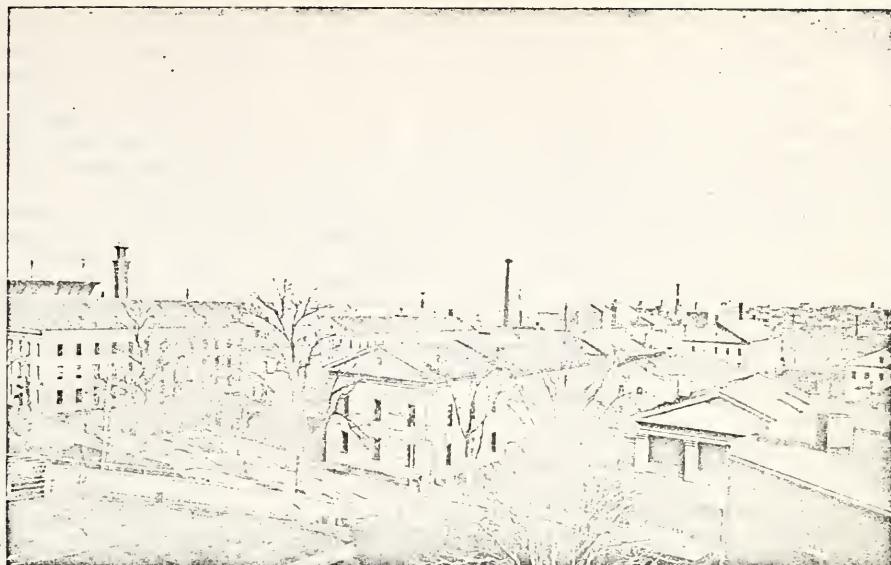
the scenes at the bridge termini among the most striking in the lives of the cities. The present bridge was built by the two cities. By a recent legislative charter a private corporation is to build across the East river from about the foot of Broadway on the Brooklyn side to the foot of Grand street (approximately) on the New York side. The river being wider at this point than at the point where the present bridge crosses, the new undertaking is one of great magnitude. A third bridge also is being planned to span the water from the foot of Hudson avenue.

Continuing our journey along the water-front we find beyond the bridge tower a picturesque line that brings us to the navy-yard, which, while not so large as that at Mare Island, is the principal naval station in the United States. The visitor finds forty-five acres of very interesting ground; for not only is there the various departments concerned in handling four-fifths of the stores for the entire navy, relics of early naval engagements and many fascinating illustrations of the machinery of sea warfare, but there are the great granite dry dock whose original cost was over \$2,000,000, the new dry dock completed in 1889, and the busy building and repairing yards where big cruisers like the "Maine" are launched, and monitors like the "Miantonomah" and the "Terror" are fitted for service. When naval business is brisk, as many as 2,000 men will be found at work at this station. Visitors are admitted every day excepting Sundays and holidays, between 8 A. M. and sunset. The navy-yard is thus one of the "sights" of Brooklyn's water-front that are worth looking up. It lies in what is called the Wallabout region, into which came the Walloon emigrants from Holland, who first settled the northern part of the city. It was in Wallabout Bay that the British prison ships anchored after the battle of Brooklyn in August, 1776, and it was here that 11,000 or 12,000

sequences to the energy of the city. The total receipts of the bridge, which in 1884 were \$682,755, reached the sum of \$1,801,661 in 1892. The daily travel on the cars and in vehicles reached an aggregate of more than one hundred and twenty thousand people. The total number of passengers for a year is about fifty millions, including foot passengers. With all the facilities of its many ferries, and the development of a comparatively rapid system on the bridge the travelling thousands are constantly demanding better facilities for crossing the river. The bridge train system will be greatly amplified, that there may be a relief from the pressure which now characterizes the early morning and particularly the early evening hours of travel, and makes



THE ROADWAYS OF THE BRIDGE.



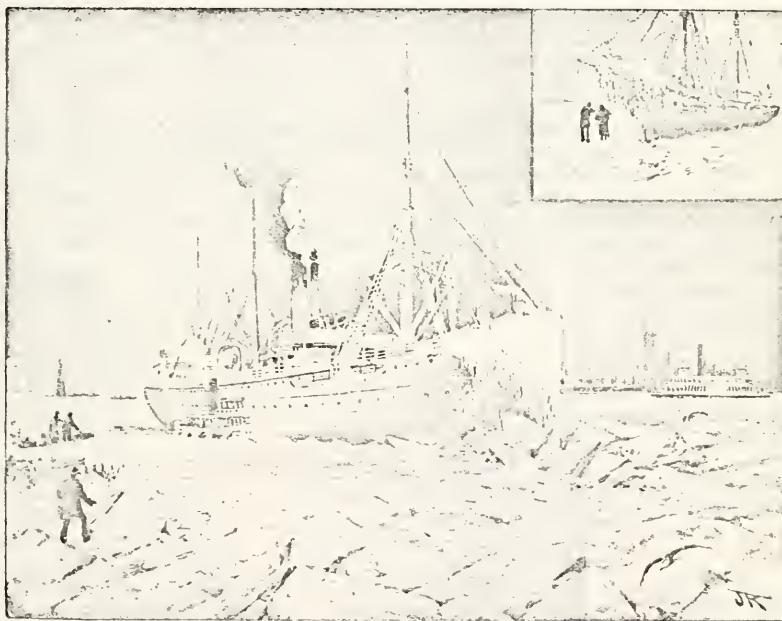
THE BROOKLYN NAVY YARD.

prisoners perished of starvation and disease—altogether the most tragic event in the history of Brooklyn. A short canal runs into the city from Wallabout Bay. This canal is crossed by a drawbridge at the head of Washington avenue, which divides the great tract of land originally reserved by the government for navy yard purposes. Between this avenue and the Marine Hospital which stands on high ground in the eastern angle of this tract, is the Wallabout Market, established by the city in 1884, under a lease of a tract of swamp-land, which was filled up for the purpose. The Market, laid out in streets and squares, and thickly built up with wooden structures, has developed with remarkable rapidity into a great trading centre. The land which it covers is now owned by the city, under a purchase effected in 1891.

The most striking objects on the whole of Brooklyn's water-front have yet to be named. Just to the north of the Wallabout canal we come to the first of the series of sugar refineries, whose towering outlines on a foggy day, or in the last of the twilight, will suggest the lineaments of a Rhenish castle. We are here in the midst of the greatest sugar refining centre in the world, where one establishment will sometimes in a single day convert 4,000,000 pounds of raw material into 12,000 barrels of refined sugar. Vessels bringing the raw sugar come from the West Indies, from Louisiana, and from other points as remote as Java, and make up many a grotesque picture along the wharves at this point. At the foot of Broadway, at the point from which the proposed new bridge is to cross, is the greatest ferry centre in the city. From here boats run to the foot of Roosevelt street (adjoining the New York tower of the present bridge), to the foot of Grand street, and to the foot of Twenty-third street, with other New York connections in progress. From the foot of Grand street, Brooklyn, still within the sugar refining district, boats run to Grand street and Houston street, New York; and from the foot of Greenpoint avenue other boats run to Tenth street and Twenty-third street on the New York side. Lumber-yards, machine-shops, and oil refineries occupy much of the remaining water-front to Newtown Creek. The river is made exceedingly active at all times of the year by the movements of oil, sugar, lumber, coal, brick and freight-car lighters, by the great numbers of ferry-boats, by passenger, excursion and freight steamers, hay and grain barges, puffing tow boats, steam yachts and men-of-war.

But it is time to glance at the interior aspects of a city whose inland and river borders we have thus hastily scrutinized. Brooklyn's streets, in the main, follow rectangular lines, but their arterial system, if we may use this image, may be described as representing the radiating lines of two great fans. If we place the handle of one fan at the foot of Broadway and the handle of the other at the foot of Fulton street—in other words, at the point where the present bridge crosses and at the point where the next bridge is to cross—the radiations of the frames will express not only the general tendency of the street lines but the general tendency of traffic and growth. The right-hand—the Fulton street—fan, will represent the older town of Brooklyn, and now designated as the Western District. The left-hand fan will represent the East-

ern District of the city, including the former villages of Williamsburg and Bushwick, which are of almost equal antiquity with "Breuckelen" and which became a part of the city in 1855. As in one section all roads lead to the bridge and Fulton ferry region, in the other all roads lead to the foot of Broadway. The lines of the two fans cross each other beyond the curve of Wallabout Bay, the navy-yard and Wallabout Market. The outer points of the intersection represent the region of Brooklyn's newest growth. At what was the most eastern point in the city until New Lots and East New York became the twenty-sixth ward, Broadway, the main artery of the Eastern District, and Fulton street, the main artery of the Western District, the one by a southern and the other by a northern turn, come together within a short distance of Evergreens cemetery. Within a short distance of where Fulton street and Broadway come together the two streets are crossed by the Manhattan Beach railway, which starts from the river front, where it is reached from New York by the Twenty-third street ferry, runs eastward to the city line, skirts the cemetery and runs thence to Coney Island. A branch of the Long Island railroad enters the Bushwick region. The main Long Island railroad terminus is reached through Atlantic avenue, which runs parallel with Fulton street, two streets distant to the southward. The station is at the point where Atlantic avenue crosses Flatbush avenue. In addition to the regular trains starting here for various points of Long Island are "rapid transit" local trains. The tracks are on the level, but are fenced from the driveway on each side, and the crossings are protected by gates and a flagging system which have reduced to the minimum the chances of accident. Western Atlantic avenue beyond the station, at the foot of which is South ferry, is a busy business thoroughfare, traversed by a street railroad. At Franklin avenue, Atlantic avenue is met at a right angle by the Brighton Beach railway, running to the Central Coney Island region, as the Manhattan Beach line already mentioned, runs to the eastern region. West Coney Island is reached by the New York and Sea Beach, the Brooklyn, Bath and West End, the Prospect Park and Coney Island and the Coney Island and Brooklyn (electric) lines. This great bathing resort, and those of Rockaway and others to the east, are brought so near by quick summer trains as to seem like immediate suburbs of the city.



THE GREAT ICE-FLOE OF JANUARY, 1893.

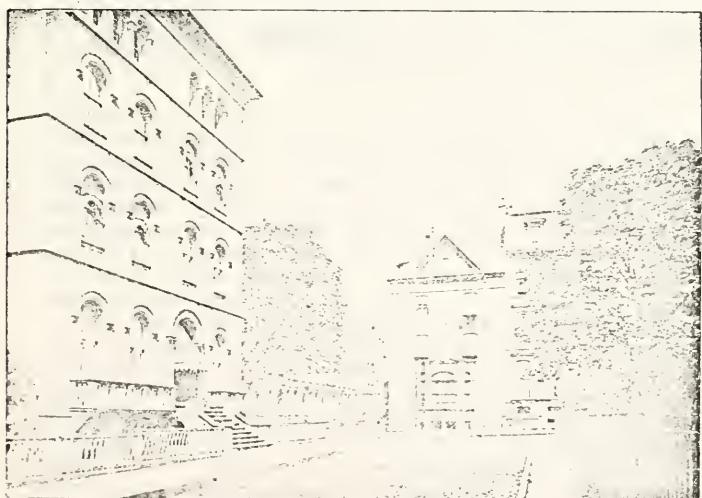
Brooklyn is divided into twenty-eight wards; but more interesting to the general observer of the city are those historical and social divisions which every city acquires in the course of its natural growth. To the south of lower Fulton street the old thoroughfares of this region rise by a steep grade to a plateau which, maintaining the level reached by Fulton street after a climb of nearly a mile, runs to the edge of a bluff overlooking the river and bay. The residential region covering this plateau is known as the Heights, and is by history and development the especially aristocratic region of the city. There are more beautiful

avenues, and there is more sumptuous architecture in other parts of the city; but the Heights, skirted and not invaded by the streams of travel and business, retains that cultivated quiet and the "elegant repose" which belong to regions in which the wealth of a city first establishes itself. The houses facing Columbia Heights, fringing the bluff, recall the Back Bay region of Boston. Their gardens terrace the cliff and look down upon Furman street far below, and out over the long line of storage houses and the forest of shipping. Montague street, running down to Wall street ferry, passes, at its

lower end, through a deep cutting over which is a bridge for the traffic above. Southeasterly from the Heights extends the growing section known as South Brooklyn, penetrated by the Gowanus Canal and touching Greenwood cemetery and Prospect Park. The avenues and cross streets immediately westward of Prospect Park are among the handsomest in the city. The high ground in the heart of the city, beyond Washington Park, east of the Heights and north of Prospect Park, is generally described as the Hill, and is famed for its elegance as a residential section, for the beauty of its churches, and chiefly, perhaps, for Clinton avenue, with its fine trees, its "detached" mansions and its dooryard gardens. Beyond the Hill is the Bedford region, acquiring its title from the early village of the same name. Farther to the east is the broad district, covered by the extraordinary growth of recent years, which receives the loosely-defined title of New Brooklyn. The Eastern District has three local names for its principal sections. The Williamsburg region colloquially includes the nineteenth ward, the region of fine residences beyond the Wallabout, the district of the great sugar refineries and the chief business division on this side of the city, with the Broadway ferries for its focal point. Bushwick is the name given to the district approximating the area of the old village of the same name. This district contains some of the most famous breweries in the state. It has an immense German population. The sixteenth ward, which has sometimes been called "Dutchtown," boasts of a population of over 60,000 people, and with its singing halls, ball rooms, summer gardens, theatres and merry-go-rounds, is one of the most picturesque and interesting



MONTAGUE STREET HILL AND WALL STREET FERRY.

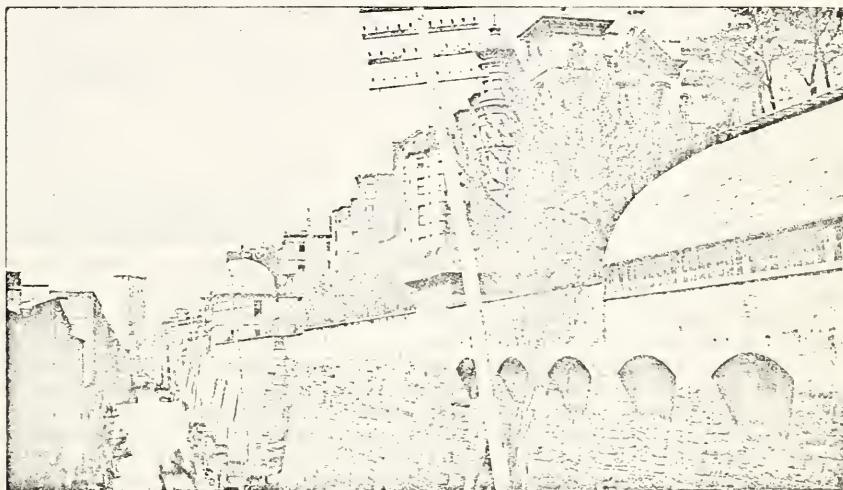


PIERREFONT PLACE, LEADING TO COLUMBIA HEIGHTS.

portions of the city. To the extreme north, adjoining Newtown Creek and Long Island City beyond, is the region called Greenpoint, which in many respects seems like a city by itself. It composes the seventeenth ward of Brooklyn, and its principal business interests are on the waterfront.

Brooklyn's longest and most important thoroughfare is Fulton street. We have seen, in the preceding historical section, how interesting have been the traditions of this old road line. To-day it is the main business thoroughfare of the city, a

great mart of trade, bristling with thriving shops, among these those marvellous bazars, providing all things for all people, which are so interesting a feature of modern trade. A little less than a mile from the ferry, at the point where the busy shopping region begins, opens the rectangle in which are the gray, Ionic mass of the city hall, half an acre of lawn with a fountain and the statue of Henry Ward Beecher. Behind the city hall, on Joralemon street and facing the triangle, are the municipal office building, the county court house, two marble structures, and the hall of records of white limestone, all of excellent though not especially distinguished architectural style. These buildings are alive with business between ten o'clock in the morning and three in the afternoon on week days. Police headquarters are in the municipal building, with certain other departments of the city government, while the mayor's office and the common council chamber, as the meeting-place of the city aldermen is called, are in the more venerable city hall. The city and county politicians find a congenial congregating place on the sidewalk in front of the municipal building and the court house, and the fact of this rendezvous supplies an element of picturesque interest to a region which naturally has much of civic importance. Legal interests being so largely centralized in this section, the city hall triangle inevitably includes a number of large office buildings. Gathered at this point are also many of the city's more prominent commercial banks, insurance and trust companies, and other financial institutions. Four important streets branch from the head of the triangle: Myrtle avenue, a business thoroughfare of modest and miscellaneous shops, running eastward for



FURMAN STREET, AND EMBANKMENT UNDER COLUMBIA HEIGHTS.

over four miles to the city line; Court street, a business thoroughfare of a high class, forming the west side of the triangle and running southwesterly to Gowanus Bay; Montague street, crossing the Heights, near the head of which are the Academy of Music, the building of the Brooklyn Art Association, the Real Estate Exchange and the Brooklyn Library; and Washington street, one of the formerly aristocratic thoroughfares of Brooklyn, upon which now stand the Federal building, the Columbia Theatre, the finest playhouse in the city, and the EAGLE building. On the west side of lower Washington street once rose the solid and stately columns of the Brooklyn Institute. This old building, injured by fire in 1890, was afterward torn down with other buildings on this side of the street to make way for the approach to the bridge, now in course of construction.

From Fulton street, half a mile or more above the city hall, Flatbush avenue branches to the southeast and runs in a straight line until it reaches the Flatbush road, beyond the limits of the city. Midway, Flatbush avenue passes through Prospect Park plaza, possibly the most imposing centre in the city. In the middle of the plaza, with flanking enclosures of trees and shrubbery, is an ornately designed fountain pool, with circular walk and a statue of Lincoln. Near the park end of the oval is the soldiers' and sailors' monument, a fine marble arch still incomplete in its decorations, although formally dedicated on Columbus day in 1892. At the foot of the oval is the main entrance to the park. At the left of the entrance is MacMonnies' full-length statue of J. S. T. Stranahan, to whom has been conferred the rare distinction of a public monument within his life-time. In another part of the park are bronze busts of Thomas Moore, Washington Irving and John Howard Payne.

Broadway, like Fulton street, has plenty of history. It was for many years traversed by a lumbering coach which had a habit of getting stuck in the mud of the steep places—a chance which the male passengers took into consideration when they used to get out and walk as a means of giving the horses and the wheels an easier time. The stage was here, as in other parts of the city, succeeded by that combination of coach and car—a coach with small iron wheels—called in Washington a “carette.” Broadway differed from Fulton street in being a long time over deciding where it would start. Five streets converged at its lower bend, and the present Division avenue came so near being chosen to be lower Broadway that one



BROOKLYN HEIGHTS: PIERREFONT STREET, WEST FROM HENRY.

fusion. The most symmetrical sections of the city are South Brooklyn and New Brooklyn; the least symmetrical sections are in the old “Breuckelen” and Williamsburg regions. At various places remain some peculiar signs of the times of the early farming days and the old roads. About two miles up town from the city hall, on Putnam avenue nearly opposite Ormond place, three houses, standing with their faces at an acute angle to Putnam avenue, commemorate the old Clove Road on which they were originally located. Shade trees are a familiar and charming feature of Brooklyn streets. Many streets are luxuriously lined with foliage, and there is often an effort to keep neat stretches of grass at the curb between the trees. Romping children, who give these grass strips a hard life, have generally combined to make unfenced courtyard gardens an infeasible undertaking in Brooklyn; but light iron fences, low and unobstructive, exhibit the full beauty of many very attractive garden devices.

On the older streets linger many signs of the colonial and later periods. The sight of a Dutch house, with gracefully curved roof and cozy porch, in the midst of bustling Fulton street, is one of the anomalies of the city vistas. Sometimes the clatter of a smithy is heard coming from the grimy interior of a house whose tall columns recall the period of classical woodwork in the forties. Here and there street cuttings have left old houses twenty or thirty feet above the new grade. Wooden houses are still moved from place to place as they are elbowed by the march of improvement, and even the colonnaded mansions of the mid-century are lifted to permit of the building of a store below. The fire regulations prohibiting the further erection of wooden houses now cover nearly all parts of the city. Here and there, too, a wooden watering-trough on hitching-post, or a wooden well-pump, recall the earlier life of the city. It long ago became necessary to forbid the use of street well-pumps which, as the city became populous, were continually being poisoned by drainage. The pumps belonged to the distinctively provincial period of Brooklyn's growth, and their disappearance obliterates a picturesque element of street life. The substitution of electric lights for gas, and the consequent disuse of the iron lamp posts, which when dismantled only serve to lonesomely announce the names of streets, offer another reminder of the change forever going on. The lamplighter still scurries on his round, but he does not seem so interesting a figure as the lamplighter of the days when street lamps had the dignity of being the only source of illumination. Moreover he has no longer his stubby ladder and his matches; he carries a patented wind-protected lighting-stick, with which the performance becomes unromantic and perfunctory. An occasional figure, like an occasional landmark, recalls the earlier days of the city. The portly gentleman with an awful voice, who with the aid of a massive wooden

house bears an inserted tablet with the name “Broadway.” South Seventh street was finally chosen for lower Broadway, and the whole thoroughfare was widened. The marble or other stone tablets set into corner houses to give the names of the intersecting streets are often misleading by reason of changes in the names. Thus at one point in the Eastern District the tablet of one corner says “Lewis avenue;” the tablet of the opposite corner, “Second street,” while the actual name of the street to-day is Wythe avenue. Many Brooklyn streets have an exceedingly broken line, as in the case of Bedford avenue, which, beginning at Greenpoint, runs like an elongated “S” until it reaches the opposite end of the city near Prospect Park. This is generally the result of an effort to simplify the street nomenclature, although it often results in some con-

yoke peddled hot soup from two suspended buckets, has gone forever. The soap-fat man is seldom if ever heard; but the fish peddlers are much as of yore, and the hand-organ multiplies, though not so rapidly as the "gutter band," which displays the greatest energy and the profoundest musical feeling in regions where beer saloons are presided over by citizens of generous disposition. The modern scissors grinder has a bell, or a horn, where he has not a bugle on which he sounds a "taps" which is all his own. The lungs of the hawker are possibly as good in one era and in one city as in another. Certainly it is impossible to fancy a species of fruit cart peddler more thrillingly vociferous than that seen and heard in many sections of Brooklyn.

In what lies below the surface of its streets, Brooklyn is as efficiently supplied as in other respects with the physical necessities of a great city. For many years, during a transition period in the development of its sewerage system, certain sections were disturbed by a sewer overflow in times of heavy rain. In one "flooded district," the citizens organized a life-boat corps that was not entirely ironical. The raising of street grades and the improvement of the sewerage system has placed the city in excellent condition as regards this important element of sanitary precaution. By the completion of the immense Greene avenue relief sewer, emptying into Gowanus Canal, the final precaution was taken against damage by overflow. This sewer, which only receives drainage in case of an undue rise in the main system, is of fifteen feet internal diameter, and the largest in the world outside of Paris.

The first water supply of the city was from wells, which yielded generously in all parts of the city. The early efforts to supply a pipe system from the Long Island water-shed were met with much indifference and opposition. It was not until 1858 that the Ridgewood reservoir to the east of the city was ready to receive water. The sources of its supply were originally Jamaica pond, Clear Stream pond, Valley Stream pond, Rockville pond and Hempstead pond. The area of the Ridgewood reservoir is over fifty acres, and its capacity exceeds 300,000,000 gallons. Extraordinary extensions of the system have been made necessary by the rapid growth of the city's population, which in 1834, at the time of the first movement toward a city water supply, was but 23,000, but which is now close upon a million. From a drainage of



MONTAGUE STREET, FROM FULTON AND COURT.

seventy-four square miles, the Brooklyn water supply is sent out from the Ridgewood reservoir through four mains, the last of which was completed in 1891, and went into use in April, 1892, and which insure a daily delivery of 25,000,000 gallons. There has been an additional reservoir near the main entrance to Prospect Park, which is superseded to a great extent by a new high service water-tower, cutting a conspicuous figure in the city's outlines at this point, and designed to insure a force of water in the highest residences of this high region.

Brooklyn's system of government emphasizes the principles of centralizing responsibility in the occupant of the chief elective office. The mayor appoints the city assessors, the members of the board of education, the heads of the departments of city works, of buildings, of health, of fire, of parks, of police and excise, etc. The board of aldermen is composed of nineteen members, seven aldermen-at-large, and

twelve district aldermen. The city represents so large a proportion of Kings County that the county officers occupy a particularly intimate relation to the government of the city. A supervisor-at-large is associated with a board of thirty members. The city police department is headed by a commissioner of police and excise, appointed by the mayor. This official has sole control of the police. In matters of excise he has two associates, who, with him, form a board of excise. The city is divided into twenty-two police precincts, each presided over by a captain, who has sergeants, and detective-sergeants, roundsmen and patrolmen under his direction. The patrolmen number over a thousand. In former days, the bringing in of drunken and disorderly persons was one of the most shocking features of street life. Often a ragman's cart would be the vehicle in which an unconscious wretch would be conveyed to the lock-up, the city recognizing the ragman's service by a payment of fifty cents in each case. Nowadays the patrol-wagon supplies a more decent and sightly method of carrying out the necessary functions of the police service. The city fire department comprises thirty-two engine companies and twelve hook-and-ladder companies, each under a foreman and subject to the direction of district engineers. Besides these, there are two fire-boats for service along the water-front. A call from an alarm

box brings a district engineer and the companies in the district in which the alarm is sounded. Further calls sent to headquarters bring out reinforcements from other districts. A fire bell hangs in the city hall, and another hangs in a high observation tower in the Fourteenth ward. These relics of the past are superseded by the newer method of giving alarms, yet the old observation tower has been kept in commission, largely, it is probable, from a deference to a public sentiment in the wide section of the city swept by the watchman's glass, which has been ready to remonstrate against the silencing of the bell. The county jail is on Raymond street. The penitentiary and its grounds, covering the space of two blocks, is on the outskirts of the city, about three-quarters of a mile eastward from Prospect Park. Prisoners committed for thirty days or over are sent to the penitentiary. Thus "twenty-nine days" is a familiar sentence for offenders who are not deemed deserving of commitment to the penitentiary, with its obligatory labors. The county almshouse, baby ward, small-pox pavilions and insane asylum are at Flatbush; public charities and corrections are under the charge of three commissioners.

The private charities of the city include a list of charities representing every phase of benevolent activity. In addition to private sources of income many of these organized charities receive specific government aid under charter, as well as a certain division of the moneys collected under the excise



IN THE SHOPPING DISTRICT—FULTON STREET.

taxation in accordance with the number of individuals benefited by the institution receiving aid. The hospitals, dispensaries, "homes," training-schools, day nurseries, employment bureaus, work exchanges and other philanthropic enterprises are at this time exhibiting much activity; many fine new buildings have been reared and are being reared to give accommodations to the institutions already in existence, while the organization of new ones is rapidly covering fields hitherto not specially provided for.

The city's public school system, under the control of a board of education, whose members are appointed by the mayor, has made great strides in recent years, but although the city has now over eighty day schools it scarcely has been able to keep pace with the rapid increase in the school-going population, which now numbers 100,000. Nearly a score of evening schools are active in the winter months. The

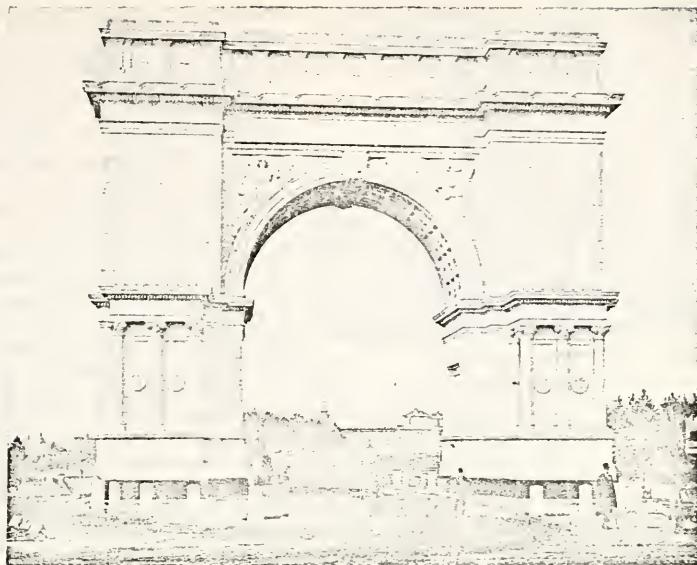


FLATBUSH AVENUE, ABOVE JUNCTION WITH FULTON STREET.

girls' high school on Nostrand avenue, and the boys' high school at Putnam and Marcy avenues are structures of architectural beauty and excellent equipment. Elements of the kindergarten system are being introduced into the lower classes of the schools, and a normal training-school is among the newer projects for the enlarged scope of an already strong educational system. Teachers receive their licenses from the superintendent of public instruction, a director chosen by the board, upon whom devolves many responsibilities in the arrangement of educational methods. The public school system is brilliantly supplemented by the private educational institutions, which include three large non-sectarian colleges—the Packer Institute, for girls, on Joralemon street; the Polytechnic Institute, for boys, on Livingston street; and the Adelphi Academy, for both sexes, on Lafayette avenue; and two large Roman Catholic schools, St. Francis' College on Baltic street, and St. Johns' College on Willoughby avenue. Besides these the Pratt Institute and the Brooklyn Institute of Arts and Sciences furnish additional opportunities of peculiar advantage.

The proportion between the number of its churches and the extent of its population once gave Brooklyn the title of the "City of Churches." In the growth of the city this proportion has not been preserved to an extent sufficient to justify the permanence of the title. The title, if there must be one, of "City of Homes," now seems nearer the mark. But the number of Brooklyn's churches and distinctively religious societies and institutions is great enough to indicate very clearly the disposition of the city to support institutions of this class. There are 366 churches in the city; the present number of parishioners and church members has been estimated at over a third of a million and the value of church property almost reaches twenty millions of dollars. In many respects, the purely modern alliance between the church and the press is nowhere more marked than in Brooklyn.

Brooklyn's representation in the state National Guard comprises four regiments, a signal corps and a battery, forming, with the 17th Separate Company of Flushing, the 2d Brigade of the state. The 23d



SOLDIERS' AND SAILORS' MEMORIAL ARCH, PROSPECT PARK PLAZA.

Regiment is often mentioned with the 7th of New York city as a "crack" regiment. It is the strongest in numbers among Brooklyn military organizations. The city armories during the winter are the scene of many gay social entertainments.

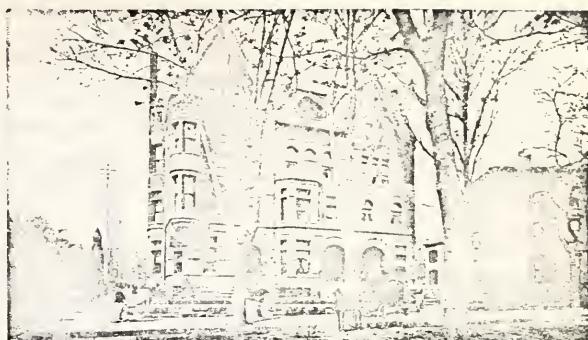
Being to so great an extent a city of homes, Brooklyn's social life has developed along those lines which are inevitably marked out by a strong domestic bias. In cities where the idea of the home is not so strongly emphasized by local conditions, society will be found entertaining itself in a metropolitan fashion. In New York, for example, the drift of social entertainments is always likely to be in a cosmopolitan direction. The club life of the two cities illustrate this difference as interestingly as anything might. In New York the club has not always a discernible association with the home. In Brooklyn it is impossible that the club should avoid an intimate partnership. Social life in Brooklyn is in a peculiar and universal sense interwoven with the life of the churches. Probably in no city of the Union are the churches to the same extent centres of social life and social influence. The fact has its influence upon the churches and its influence upon society. There are many instances, also, of the extent to which the churches are conservators of Brooklyn's intellectual progress. The Brooklyn Ethical Association, which has made some of the most important contributions to the study of evolution that have been furnished by students on this side of the Atlantic, holds its meetings in one of the churches. Other societies of scarcely lesser importance have had their origin in the atmosphere of church life.

Toward literature and the fine arts Brooklyn shows a most cordial disposition. The city shelters many writers of distinction, more than one of whom are elsewhere supposed to be residents of New York city. Of literary clubs there are many; some of them ambitious in aim and in extent of membership; but most of them partaking of the quietly studious and homelike character, noted in other local societies for different purposes. There are numerous reading clubs, as well, as science and language classes. The *Cercle Parisien* is a society devoted to the study of French conversation. Other clubs are devoted to German and to the classic tongues. The Tabard, a club of writers, finds the itinerant principle in keeping with the city's habits. The same seems to be true of Mrs. Field's literary club. A few organizations, like the Bryant Literary Society, have made a success of the lyceum plan. Some brilliant contributions to literary culture have been made under the auspices of the Long Island Historical Society and the Brooklyn Library. The former with its fine accumulations has been seconded in the preservation of local historical material and traditions by the Society of Old Brooklynites, and of late years there has been an interesting development of what at one time the city seemed to lack—a spirit of interest and pride in local reminiscence. Brooklyn is rightly regarded as one of the most musical cities on the continent. The extent to which church music has been cultivated, has doubtless had much to do with the advance of musical taste in the community. Emma Thursby is one of many singers of the higher class who have been graduated

from the city's choirs. The brilliant career of the Brooklyn Philharmonic Society, organized in 1857, is one of the marks of culture upon which all Brooklynites agree to congratulate themselves. In the musical directorship of this society Theodore Thomas was long an interesting figure in Brooklyn's winter life. It has often been said that the audiences at the Philharmonic concerts are not to be excelled for refinement and distinction anywhere in America. The city has made an exceptional record in the success of its choral societies. Some of these, like the Apollo and the Amphion, are choruses of men. The Cecilia Society, the public schools, and the Brooklyn Choral Society are made up of both sexes. Naturally the large German population of Brooklyn has had an important influence upon the development of musical interests. The United Singers of Brooklyn, representing many societies and a membership of probably 1,500, is a powerful factor. The Arion Society, the Brooklyn Maennerchor, the Saengerbund, the Zoellner Maennerchor and other organizations of flourishing membership, make the winter season interestingly active. The Euterpe chorus and orchestra has not only brought together both voice and instrument from the ranks of the amateur performers, but has availed itself of the skill of both men and women instrumentalists. In opportunities for musical education the city is well provided. Music is taught in the public schools, and the colleges and conservatories have ample resources. A conspicuous feature of the concert season is the entertainments by the pupils of private instructors and public academies.

Some of the finest art collections in the United States are housed in Brooklyn. When the museum of the Brooklyn Institute is completed its activities are likely to be enriched in due time by many of these collections, the presence of which has facilitated on various occasions the formation of highly interesting and educational loan exhibitions. While in its public exhibitions the Brooklyn Art Association has seriously felt the heavy competition of New York's displays, it has, under a provision of its charter, maintained a free art school in the Montague street building, and otherwise endeavored to advance the art interests of the city. In the same galleries the Brooklyn Art Club, an organization wholly composed of

artists, has of recent years held successful exhibitions. The Brooklyn Art Guild, corresponding in character to the Art Students' League in New York, was recently absorbed by the school of the Art Association. Many of the prominent local collectors are represented in the Rembrandt Club, a society of connoisseurs, meeting privately to hear lectures and to hold exhibitions. In the interesting phase of art progress represented by photography, Brooklyn has been conspicuous. The Academy of Photography, to the skill of whose members the present volume owes many of its embellishments, is the



CORNER OF WASHINGTON AND GREENE AVENUES.



CLINTON AVENUE, LOOKING NORTH FROM LAFAYETTE AVENUE.

oldest society. Another prominent society of the same cast is the Department of Photography in the Brooklyn Institute.

Many of the more important of the business interests of the city have been sketched in the scrutiny of the water-front. Between 1880 and 1890 the number of manufacturing establishments reported in the census was more than doubled, the last census showing 10,561, representing 229 different industries, and an invested capital of nearly \$126,000,000. Among particular industries chemical establishments lead, with an invested capital of \$8,483,835. Sugar refining establishments follow, with a capital of \$3,999,510. The roasting and grinding of coffee and spice, confectionery making, the working of cordage and twine, and slaughtering and other leading industries, together with 169 foundries and machine-shops, represent an aggregate capital of \$13,725,518. These figures have, of course, all materially increased since 1890.

The banking and financial institutions of the city have shown great enterprise within recent years and give every sign of prosperity at this time. With twenty-one banks of deposit, over a dozen savings banks, three safe deposit companies and eight trust companies, the city is well furnished with financial machinery. Coöperative, "building-loan" and kindred organizations seem to have a

THE GREAT SEWER TUNNEL UNDER GREENE AVENUE.

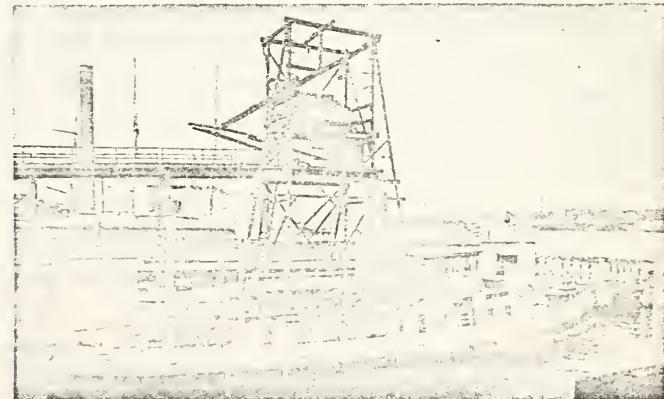
particular prominence in the city, and to enjoy an exceptional prosperity.

The development of real estate values and of realty business interests in the city has rarely been paralleled. Such rapid advances and fortunes so speedily made have seldom been equalled except in towns of mushroom character, where a "boom" was followed by a decline; but in Brooklyn the growth and enhancement of values have been sound and permanent. A generation ago, the business of real estate agency and property speculation was an inconsiderable item; to-day it is one of the very foremost features of the city's character and there is much good reason for the claim that no city suburbs afford better opportunities for real estate investment than those of Brooklyn.

The judiciary of the city is represented by eight superior courts, besides two United States courts, six police courts and three civil courts, all presided over by a total number of twenty-three magistrates. The legal profession includes many men of national reputation and some of the most famous cases in the annals of the law have been tried at the Brooklyn bar.

In politics Brooklyn returns a Democratic majority which varies from six to ten thousand in municipal elections and from twelve to twenty-five thousand in state and national elections. The city's influence in the field of federal and state politics has been second only to that of New York and it is always considered of momentous importance.

In the realm of athletics and sports Brooklyn has a reputation second to that of no city in the country. It is the home of more racing, yachting, athletic and sporting associations of diverse kinds than any other city. Here the records in various lines have been broken again and again; Brooklyn champions have figured in almost every class of sports and the number of horse races, athletic contests, boxing tournaments, etc., of national importance which occur here every year make good the

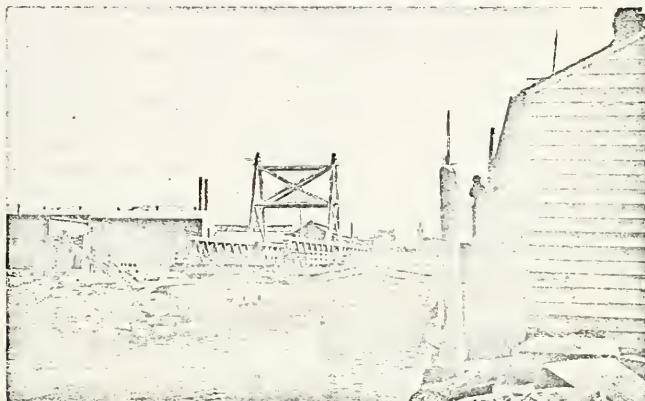


THE FIRE BOAT "SETH LOW."

city's reputation of having done as much as any city in the country for the encouragement and development of sports and athletics.

The population of Brooklyn, as fixed by the federal census of 1890, was 804,476; according to the police census, made subsequently in the same year, it was 853,945, and by the state census of 1892, it was 955,268. The population in January, 1893, as estimated in the health department, is over 978,000. In population as in manufactures Brooklyn stands fourth among American cities. It is in every sense a metropolis, and in a number of various important respects it is foremost among all its sister cities. Yet the last fact is one that is not generally realized until the actual figures are arrayed for comparison, and this will be done in the succeeding chapters, each devoted to some especial feature of the city's life.

Brooklynites have abundant means of traversing the interior of the city. One of the perennial jokes of the New Yorker is the incomprehensibility of the Brooklyn elevated railroad system. This is really a compliment to this system, for the joke is based upon the amplitude and varied directions of the lines. New York lines adjust themselves to the long parallel of the main thoroughfares. Brooklyn lines follow the fan lines of the street system, and by a system of transfers make it possible for a passenger to ride a great distance on one fare, and in a great many different directions. The two general systems now covering the city are controlled by the Brooklyn Elevated Railroad Company. A third company, the Fulton Elevated Railroad Company, is building a road from Fulton and Sackman streets, at the eastern end of the city, to run in a southwesterly direction to the city line. So many Brooklyn people have business on the other side of the river that the quick transit of the elevated or some equivalent system is absolutely necessary to the successful extension of the city. At this writing the elevated system is confront-



GOWANUS CANAL—DRAWBRIDGE AT NINTH STREET.

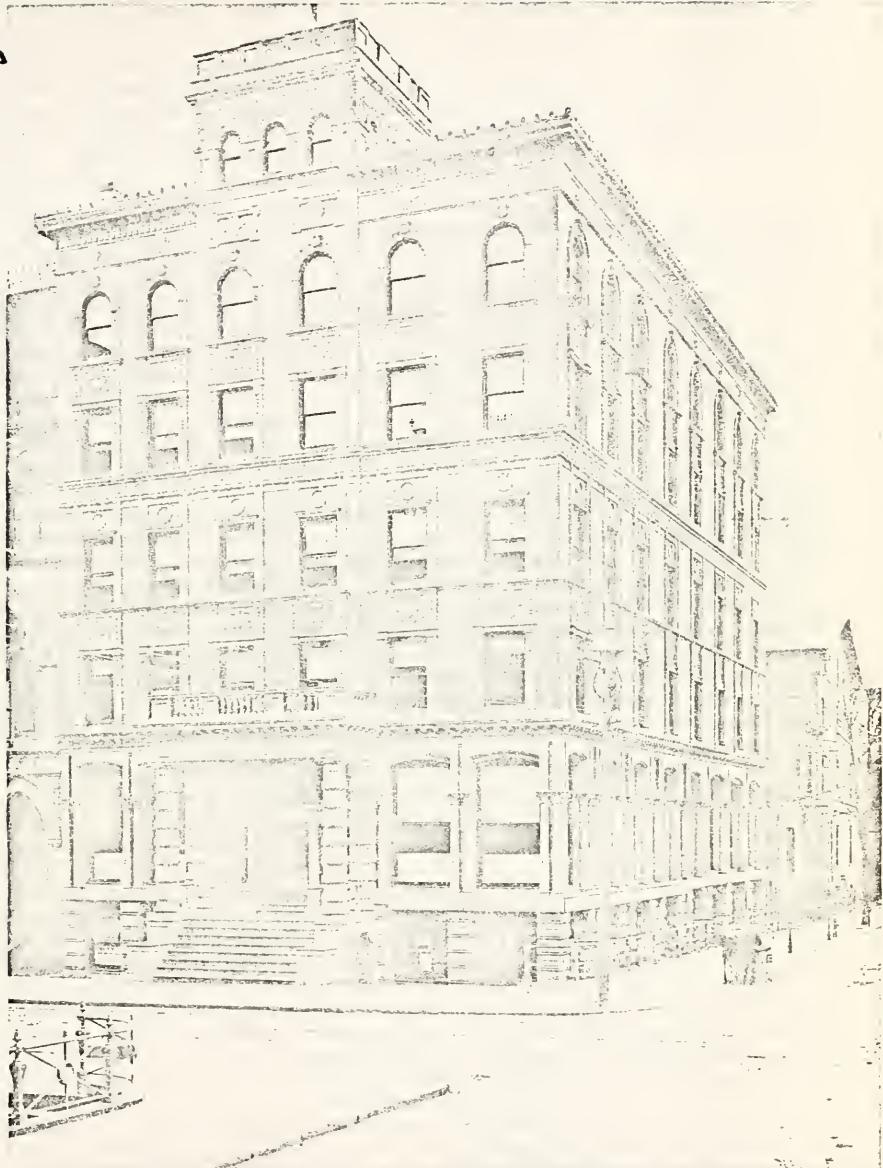
ing a new rivalry in the introduction of electricity on the surface lines. In surface railways Brooklyn is very well provided. It is true of these as of the street system that they follow the form of two great fans, Fulton street and Broadway being the points of radiation. Nearly fifty lines of street cars, managed by six companies, are now carrying passengers by horse, cable and electric (trolley) power. Many transfer stations facilitate convenient travel upon lines crossing one another. Brooklyn street-cars, unlike those of New York, are uniformly heated. Brooklyn has preceded New York in many material reforms in the street car service, not to mention various minor advances, like the introduction of the double-bell signal for starting, and a bell register at the head of the car as the prevailing method of recording the fares collected. The average "headway," that is, the average period of time between street cars, is three minutes. The average rate of travel on horse cars is six miles an hour; on trolley and cable cars about seven miles an hour. Last year the number of passengers carried by the various railroads of Brooklyn and vicinity was 189,845,332, an increase of 15,653,499 over the preceding year. Over seventy-eight millions of these passengers were carried by the Brooklyn City Road, the elevated roads accommodating about fifty millions of the remainder, and the balance were passengers on the cars of the smaller corporations. Over ten thousand employees are in the pay of different Brooklyn railroad corporations, their wages amounting annually to millions of dollars.

Toward the close of the year 1892 occurred the beginnings of a most significant movement in regard to the surface railways of the city. A corporation, under the name of the Brooklyn Traction Company, began the process of gaining a controlling interest in the various companies, and the prospect at this writing is that before long all the lines in the city will be under the direction of one consolidated company.

The principal horse-car lines in the city, and the majority of all of them, are owned and operated by the Brooklyn City Railroad Company, and few corporations in the United States control street-car systems more extensive in all their ramifications than this company. Its property includes twenty-seven distinct lines, and the capital invested represents the aggregate sum of \$12,000,000. It operates 184.40 miles of track, and employs horse, steam and electric power. The lines which it controls are the Bushwick avenue; Court street; Calvary cemetery; Cross-town; Cypress Hills (steam); Flatbush; Flushing avenue; Fort Hamilton (electric); Fulton street; Furman street; Green and Gates avenues; Grand street; Greenpoint; Lorimer street; Hamilton avenue (electric); Knickerbocker avenue; Lee and Nostrand avenues; Lutheran cemetery (steam); Meeker avenue; Myrtle avenue; Putnam avenue; Prospect Park and Holy Cross cemetery; Second avenue (electric); Third avenue (electric); Tompkins avenue; Union avenue and Richmond Hill (steam). Many of these separate routes are made inter-communicant by the adoption of the transfer system. The Brooklyn City Railroad Company filed articles of association and became a corporate body on December 17, 1853, the capital authorized being \$2,500,000. The first directors were Seymour L. Husted, Charles Whitson, Whitson Oakley, William Burden, John Killmer, J. O. Whitehouse, George S. Howland, Thomas J. Cochran, Jeremiah Johnson, George L. Bennett, Henry N. Conklin, Thomas Brooks and Henry C. Murphy. In 1858 the company erected the office building on lower Fulton street, which it occupied until June 25, 1892, when it moved to the new structure which it built on the corner of Montague and Clinton streets, on a site that once formed part of the old Pierrepont farm. This building, one of the most imposing in Brooklyn, is completely fire-proof. The exterior aspect presents a pleasing lightness of design and finish; the material utilized in the construction of the façade is flesh-colored brick. It contains five stories and basement. The first floor is devoted to the executive departments of the company. There is a safe deposit vault which is built up from the cellar with walls of solid masonry two feet thick. The floor is mosaic, while the partitions that divide the clerks' departments are of Eschaillon marble, highly polished and surmounted by brass and nickel railings with grill-work and metal gates. The front vestibule is finished in Numidian marble, with trimmings of genuine bronze; the inner vestibule is finished in white Italian marble of purest hue, and trimmed in gold. The halls and staircases are wainscoted to the height of five feet in Italian marble, resting on a base of Tennessee marble. The halls are floored in marble mosaic patterns. The walls are decorated in softened tints of lemon, buff and sage green, with ornaments of cream color and with cornice and ceiling finish of plaster relief-work. In the centre of the building there is an open court for lighting purposes. The staircase, of light cast iron, is ornamented and has polished brass grills and white marble steps, while the elevator car is of light wrought iron-work. All the iron-work of the staircase and elevator shaft is colored white, with porcelain and gold finish. The floors above the first are arranged for office purposes, and apartments can be let either singly



AN EASTERN DISTRICT CENTRE—CORNER OF BEDFORD AND DIVISION AVENUES.



BROOKLYN CITY RAIL ROAD COMPANY BUILDING.

or *en suite*. There are sixteen offices on each floor, all well lighted and finished in the most elaborate fashion. The entire building is heated by steam and lighted by electricity. The present equipment of the company consists of 813 box cars, 714 open cars, 76 motor cars, 29 steam motors and 5,587 horses; and there are 3,870 employees. During the year ending June 30, 1892, the number of passengers carried was 78,500,000. The present officers of the corporation are: Daniel F. Lewis, president; H. M. Thompson, secretary and treasurer; Crowell Hadden, auditor; Thomas P. Swin, assistant secretary and treasurer. The presidents who have held office from the inception of the company have been: Seymour L. Husted, H. W. Conklin, Amos P. Stanton, Alexander Studwell, Charles C. Betts, Henry R. Pierson, Thomas Sullivan, William H. Hazzard and Daniel F. Lewis. The secretaries who held office have been: John Kellum, George L. Bennett, George B. Howland, Charles C. Betts, Charles W. Betts, Charles Rishmore, William B. Lewis, Daniel F. Lewis and H. M. Thompson. The list of treasurers includes: W. H. Carr, John Schenck, Purcell Cook, Charles C. Betts, Fisher Howe, Daniel F. Lewis, Crowell Hadden and H. M. Thompson.

Men who stand at the helm of gigantic corporative interests and have climbed to success on the ladder of persevering effort naturally claim a large share of public attention in communities where prosperity depends upon individual and associative enterprise. DANIEL F. LEWIS is one of those whose education has been chiefly that afforded by the best of all teachers, experience. He learned how to direct by first acquiring the ability and willingness to serve, and as the controlling element in an important corporation, his reputation has become something more than local. The present splendid equipment of the lines which he manages is a matter of gratification to all who regard the development of whatever pertains to Brooklyn's material advantage. Mr. Lewis began his association with the Brooklyn City Railroad as a ticket agent, and after a year's service in this capacity he was given a clerkship under his father, who had lately been elected secretary of the corporation. His success in his new position was pronounced, and in 1880 he was made assistant secretary. Two years later he was elected treasurer; in 1883 he became a director in the company, and in 1884 succeeded to the office of secretary, which the demise of his father rendered vacant and which he continued to hold in conjunction with that of treasurer. Two years later, when Mr. Hazzard resigned the presidency of the company, Mr. Lewis was chosen as his successor. The wisdom of placing him in a position which demanded executive capabilities of greater measure than the ordinary was demonstrated the very day after his election, when a big strike occurred among the vast army of employees under his control. He gauged the situation with ready comprehensiveness, and twenty-four hours after the difficulty had assumed active expression he had adjusted all grievances between the corporation and its employees, and everything was moving with its accustomed clockwork regularity. Not only in this particular instance has Mr. Lewis evidenced his qualifications for directing the affairs of a corporation in perilous straits, but his conduct as president has convinced the public that he believes prevention better than cure and his treatment of employees has been such that friction is avoided and strikes are unknown on the lines of the Brooklyn City Railroad. Since Mr. Lewis became president, the corporation has more than doubled its mileage and increased its efficiency in numerous ways especially in substituting electricity for horse-power on several of its most important lines. Daniel F. Lewis is a native of this city, where he was born on March 28, 1849. He was educated at Public School No. 3, and left there when he was thirteen. He terminated his schooling at this early age in deference to the wish of his father, who believed that the boy would derive more advantage from at least a temporary contact with the practical side of life. William B. Lewis, the father, was at that time state treasurer under Governor Horatio Seymour, and the son received a position in his office at Albany. He remained there a year and became so thoroughly imbued with a fondness for business that all thoughts of his returning to school were abandoned. At the end of this period of service with his father he obtained a situation in a wholesale drug establishment in New York, where he worked four years. While so engaged he continued his studies with such close application that the continuous confinement began to tell seriously upon his health. From this position he passed to his first association with the corporation over which he now presides. Mr. Lewis is of French and Welsh extraction. His father's ancestors emigrated from Wales to Hempstead, L. I., and thence to Brooklyn, several generations ago. His grandfather, Shepherd Lewis, was a prominent builder in this city and handled many important contracts. His father, William B. Lewis, besides his association with state politics, was identified with many movements of local importance. He was one of the original water commissioners of Brooklyn and was afterwards elected comptroller. Mr. Lewis's ancestors on his mother's side embarked from France many years ago, and early in the history of this country settled in Portsmouth, N. H. His great-grandfather was Captain Daniel Fernald, who served in the United States army during the war of 1776. His uncle, Daniel F. Fernald, has resided in Brooklyn for a period of nearly seventy years. He was an old insurance man, was the Brooklyn manager of the Phenix Insurance Company, and was also president of the Montauk Insurance Company for some years before that organization went out of business. Mr. Lewis has many important interests beyond those connected with the management of the Brooklyn City railroad. He is president of the Brooklyn Heights



David F. Lewis.

Railroad Company, the Knickerbocker Steamboat Company, and is a member of the board of trustees and of the executive committee of the People's Trust Company. He is a director of the Long Island Bank, trustee and treasurer of the Lewis & Fowler Manufacturing Company, and trustee of the Brooklyn Savings Bank. He is treasurer of the United States Projectile Company and was president in 1890 and 1891 of the Street Railway Association of New York State. He belongs to the Hamilton, Carleton, and Marine and Field clubs, and to the Engineers' Club of New York.

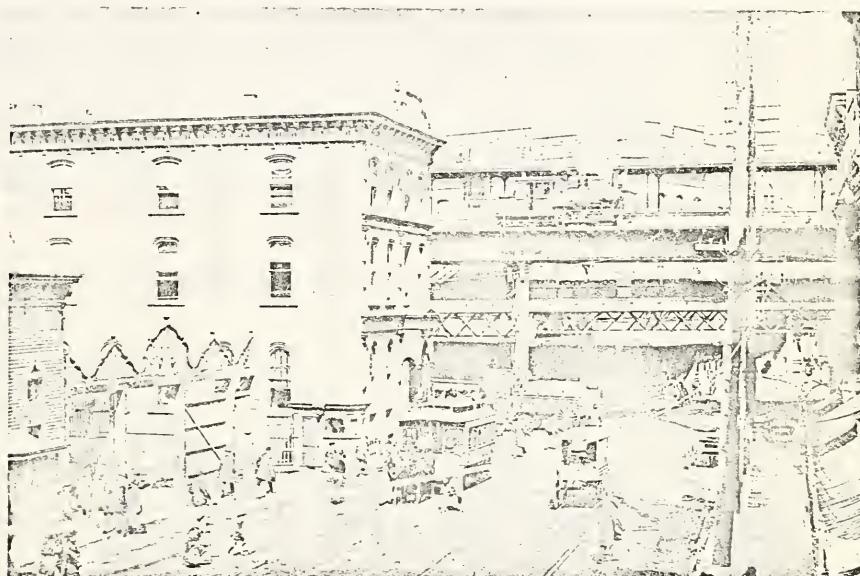
The second largest surface-railway corporation is what was known as the Atlantic Avenue Railroad Company until it was absorbed by the Brooklyn Traction Company. It controlled eleven lines, as follows: Atlantic and Third avenue (trolley), Fifth avenue and City Hall line, Fifth avenue and South Ferry line, Bergen street, Butler street, Fifteenth street, Hicks street crosstown line, Hoyt street crosstown line, Park avenue line, Seventh avenue and Vanderbilt avenue lines.

WILLIAM RICHARDSON, the late president of the company, is a man whose judgment in street-railway matters has been sought after in many sections of the country. He is a son of John and Sarah Richardson, and was born in Berkhamstead, Hertfordshire, England, on December 8, 1822. On September 2, 1834, in company with his father and younger brother, he sailed for America, going to Gambier, Ohio, the father securing for his son William a place in the office of the *Knox County Republican*, in Mount Vernon, Ohio. He was employed in several positions prior to 1840, when he left Ohio, and made his home in Albany, N. Y., where he resided for nearly a quarter of a century. Forty years ago when New York state was greatly agitated by the temperance movement, Mr. Richardson was active in organizing the Grand Division of Western New York. He was a member of the first Republican state committee in the state of New York, and in 1857 was elected clerk of the Assembly. He was reelected clerk at the sessions of 1859 and 1860. For the first three weeks of the session of 1858, he acted in the dual capacity of clerk and speaker. After the adjournment of the Legislature of 1860 he was employed for several months on the editorial staff of the *Albany Evening Journal*. On the breaking out of the civil war he was appointed additional paymaster in the United States army by President Lincoln. In November, 1864, he was appointed superintendent of the Dry Dock, East Broadway and Battery Railroad Company, in New York, and a few weeks thereafter was elected a director and made president of the company. During his term as president various lines and extensions were completed and the company's receipts were increased from \$500 to \$3,000 a day. In 1867 he resigned that office, and became sole lessee and proprietor of the Brooklyn and Jamaica Railroad for a term of forty years. The equipment of this line was in the most unsatisfactory condition, but its new lessee conducted it successfully until 1872, when a mortgage which had been made in 1855 by the Brooklyn and Jamaica Railway Company became due and was foreclosed. The property was purchased by Mr. Richardson and a corporation known as the Atlantic Avenue Railroad Company of Brooklyn was formed, with him as its president. In 1870, he was elected to the board of aldermen from a ward which had usually been Democratic, and was reelected in 1872. Six years later he was nominated by the Republicans for state senator in a Democratic district, and being defeated, he retired from active politics. In 1844 he was married to Miss Mary Freeman, daughter of James and Ann Freeman, at Albany, N. Y. Seven children have been born to them, of whom three sons and a daughter are living. Mr. Richardson is a man of strong personality and possesses executive ability in a marked degree. Holding that the good will of the public is essential to his undertakings, he promptly corrects any complaint of inattention or misconduct that is brought to his notice.

The Broadway Railway Company operates five of the lines running through the Eastern District and communicating with the Western District. These are the East New York line, Cypress Hills extension, Ralph avenue line, Reid avenue line, and the Sumner avenue line. The president of this company is Edwin Beers. The Brooklyn City and Newtown Railroad Company operates the Franklin avenue line, and the DeKalb avenue (electric) line. Of this Colonel John N. Partridge is president. The Coney Island and Brooklyn Railroad Company controls two trolley lines, one of which runs from Fulton Ferry to the city line on Fifteenth street, and there connects with trolley cars for Coney Island; the other trolley line runs from Hamilton Ferry through Hamilton avenue and Ninth street to Prospect Park. The short line from the Flatbush entrance of Prospect Park to Greenwood also is controlled by this company, of which Gen. H. W. Slocum is president. The line running from Hamilton Ferry to the Erie Basin is owned by a distinct company, of which Michael Murphy is president. The cable road running from the head of Montague street to Wall Street Ferry is owned by the Brooklyn Heights Railroad Company, of which Daniel F. Lewis is president. S. Spencer is president of the trolley-line which runs from Manhattan crossing in the Twenty-sixth ward to Jamaica.

The most extensive elevated railroad system in the city is that of the Brooklyn Elevated Railroad Company, which was incorporated on May 26, 1874. On September 1, 1879, the company conveyed its franchise and property to the Farmers' Loan and Trust Company, as trustee, to secure the issue of its first mortgage bonds. On May 12, 1884, the first mortgage was foreclosed, and the property sold to Fred-

erick Uhlmann and others. On May 29, 1884, a new company was organized, under the laws of 1873, 1874 and 1876. In the spring of 1892 the following officers were chosen: Adolf Ladenburg, president; Anthony Barrett, vice-president; Frederick Uhlmann, secretary and treasurer. The executive committee consists of Frederick Uhlmann, chairman; A. J. Hardenbergh and Simon Rothschild. In 1886, the Union Elevated Railroad Company was organized to build certain lines in the city. These lines were leased to the Brooklyn Elevated Railroad Company for operation as soon as completed, and, in 1890, the two lines were consolidated. The original Brooklyn line extended from Fulton Ferry to East New York, a distance of about seven miles. The Union lines aggregated about eleven miles, making a total of eighteen miles. The capital stock of the Brooklyn was \$5,000,000, and the capital stock of the Union about \$8,000,000, making the present capital stock of the Brooklyn about \$13,000,000. In 1890, the Sea Side and Brooklyn Bridge Elevated Railroad Company was organized, and empowered to build about seven miles of line in Kings County. The construction of this last-named railroad has been commenced, and, as fast as completed, it will be leased to the Brooklyn Elevated Railroad Company for operation. The several routes, when completed, will have a total length of twenty-four miles and about one hundred stations. When the new bridges are



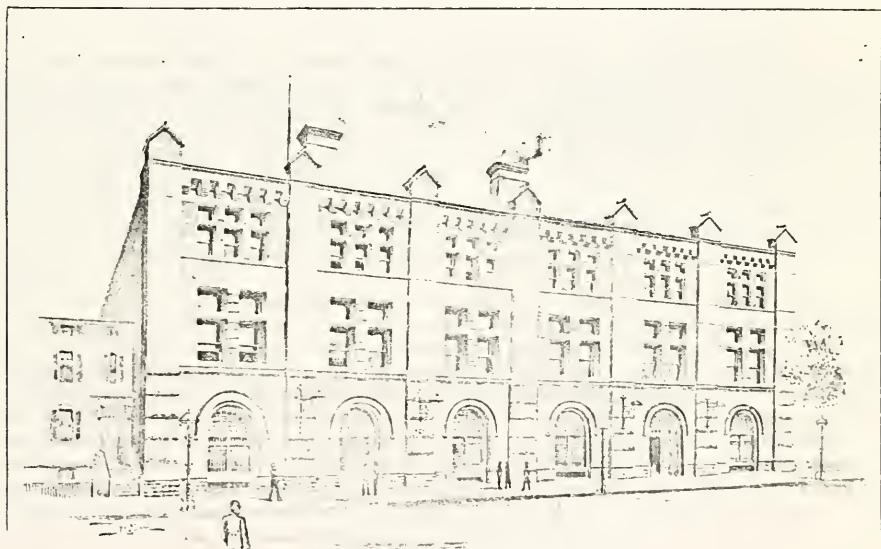
BROADWAY AND THE FERRIES.

constructed it is expected that trains will be run to and from New York, carrying passengers from East New York, if necessary, to the North river, without change of cars. Similar connections will be made for the Hudson avenue bridge, by which passengers may, with slight if any inconvenience, be conveyed from the Myrtle avenue and South Brooklyn lines to the same point in New York city reached by the other bridge.

The Kings County Elevated Railway operates over an almost straight route, seven miles long, from Fulton ferry, through Fulton street to Van Sicklen avenue, at the eastern end of the city. General James Jourdan is president of the company. Edward L. Langford is president of the Fulton Elevated Railway Company, which is building the line from Fulton and Sackman streets to the city line. The several steam railroads leading out of the city to Coney Island and points on Long Island are treated of in the chapter on Suburban Development.

Eight gas and four electric illuminating companies supply Brooklyn with light. The gas companies control, in total, about six hundred miles of gas mains, and the wires of the electric companies thread a large percentage of the city's streets. There is a rapid development in methods of supplying electric lights for shops and houses in the incandescent form and in methods of supplying electricity for power. The electric company which is supplying nearly all the incandescent lights for interiors is the Edison Electric Illuminating Company, which was organized in March, 1887, with a capital of \$500,000. After two years of hard work, a city franchise was obtained in November, 1888. In 1889 the capital of the company was

increased to \$600,000. As soon as possible the main power station of the company was erected at 358, 360 and 362 Pearl street, and its wires were laid in its own tubes underground. The lighting system adopted for its purposes was the Edison incandescent method. After the organization of the company, the first lights supplied from its wires were placed in and around the Park Theatre. In 1890 the business of the corporation had increased to such an extent that 25,000 lights were in continual operation; two years later, the number had risen to about 80,000 lights, connected by the underground conductors. In 1891 the capital was increased to \$2,000,000, thus placing the company among the most important organizations in either New York or Brooklyn. The company has lately begun to furnish the motor power to factories, and at present has more than 1,000 horse-power in use; its incandescent lights are used in Brooklyn by more than one thousand private consumers. The stock of the company is almost entirely in the hands of Brooklyn capitalists. The dividends paid are on a par with those yielded by the most prosperous corporations in this country. The original and principal power station of the company is in a structure which has a frontage of seventy-four feet and a depth of eighty-nine feet, two inches; it is three stories in height and was built from the plans of architect George L. Morse, who selected the solid simplicity of the Romanesque style as most suitable for the purpose. The walls and foundation were reared with every care necessary to secure mason work of the best description, while the floors and their supports were made of iron, thus rendering the building as completely fire-proof as the science of modern construction would permit. The materials used in the erection of the main *façade* are Collenbergh brick, Belleville brownstone and terra cotta. Conspicuous features of the building are the twin chimneys, which rise to the height of one hundred and thirty-eight feet above the street level, and are visible over a wide stretch of territory. In the front section of the ground-floor are situated the high-speed engines, from which all the power of the great plant is derived; in the departments to the rear all the steam generators have been placed, all of which are non-explosive. Under the checkered iron plate floor of the engine-room, in the basement, is a perfect labyrinth of piping, including also the various fixtures and subordinate parts of the plant. The front



POWER STATION OF EDISON ELECTRIC ILLUMINATING COMPANY, PEARL STREET.

section of the second story is occupied by the dynamos, with the intricate switching and regulating devices. All this portion of the interior can be viewed from an iron observation gallery, adjacent to the main staircase and accessible to the public. The rear section of the second story is entirely given over to coal storage-rooms, from which the fuel is fed, by gravity, to the boiler-rooms. The third story contains the



ETHAN ALLEN DOTY.

business and executive offices and various working and store rooms. The building is supplied with electrical passenger and freight elevators, and is equipped throughout with every convenience which architectural skill and science could suggest. Besides this station, the company has built others in different localities. There is a large one near the corner of Lexington and Grand avenues, and another on Guinnnett street, near Tompkins avenue, which in every particular rival the best electric light stations in the world. The present officials of the company are: Ethan Allen Doty, president; Edwin Packard, vice-president; Royal C. Peabody, secretary and treasurer. The following constitute the board of directors: E. Legrand Beers, Charles E. Crowell, Ethan Allen Doty, Frank S. Hastings, C. N. Hoagland, Darwin R. James, J. G. Jenkins, Martin Joost, Edwin Packard, Lowell M. Palmer, George F. Peabody, Charles M. Pratt and George H. Southard.

ETHAN ALLEN DOTY, president of the Edison Electric Illuminating Company, was born in New York city in 1837. After graduating from the public school, he entered the College of the City of New York, where he won high honors as a student. Upon leaving college, he accepted a position as a clerk in the Mercantile Library, which has since become the present Brooklyn Library, and remained with that institution about fifteen months. He then became the librarian of the Brooklyn Athenaeum. After acting in the capacity of librarian for a year, Mr. Doty entered upon his mercantile career, accepting a confidential position with Charles B. Norton & Company. In 1856 he accepted a similar position in the office of Doty & Bergen, manufacturers of paper, and one of the oldest concerns of its character in New York. His father, Warren S. Doty, was the senior member of this firm. The firm was originally Pollock & Doty, and was established in 1839; later it became Doty & Jones, and in 1845 it became Doty & Bergen. When Warren S. Doty died, in 1857, his son succeeded to his interest, and the firm continued under the old name until 1862, when it became Doty & McFarlan. In 1889 it was changed to the present firm of Doty & Sonnega. In 1845, the firm of Doty & Bergen occupied the lower floor of the famous old "Rigging Building," which stood until 1850 on the site now known as 120 William street, New York. This building was the birthplace of Methodism in America. In the rigging-loft of the aged structure, the first Methodist meeting was held in 1767. Mr. Doty, in addition to managing his paper house at 70 Duane street, New York, and his paper mill at Willoughby avenue and Walworth street, Brooklyn, is interested in several business enterprises in Brooklyn and New York. He is a director of the Fifth Avenue Bank, the Franklin Safe Deposit Company, the Lafayette Insurance Company and the Journey & Burnham Company. He is a member of the Hamilton, Lincoln and Union League clubs. He served as chairman of the first civil service

commission under Mayor Seth Low, and throughout his term of office received the commendation of all with whom he dealt. Fair and just, and with the greatest consideration for the feelings of all, he won the regard and good wishes of men irrespective of party. Although his friends have desired him to compete for official positions, he has always declined on account of business arrangements. Mr. Doty was married in 1861 to Ellie E. McFarlan of Brooklyn. Mrs. Doty is well known in Brooklyn social affairs, and takes an active interest in the Brooklyn Orphan Asylum, the Homeopathic Hospital and various other charitable institutions.

Since the organization of the Edison Illuminating Company, in 1887, ROYAL C. PEABODY has capably borne the dual responsibilities of secretary and treasurer to the company. He was born in Columbus, Ga., in the month of February, 1854. He had already studied for a time in the schools of his native town when, in 1865, he came to Brooklyn and completed his education at Public School No. 15. After leaving school he went westward and spent two or three years in the newer states of the Union; he returned to the Atlantic seaboard in 1871 and engaged in the hardware business with Walbridge & Co., of New York. He passed from their employ to that of the dry goods commission house of White, Payson & Company, and after a subsequent association with the Electric Time Company, a Brooklyn corporation, he engaged in his present occupation. He is married and has one son.

The conditions under which Brooklyn newspapers exist are decidedly unique, and call for wide knowledge of local requirements, as well as comprehensive journalistic experience and ability. For not only must the news of the world be given with metropolitan promptness, exactness and thoroughness, but the everyday happenings of the city must be chronicled with the detail and exhaustiveness naturally demanded by a community in which the purely home and social elements form so large a part. The anomalous situation of Brooklyn, almost within sound of New York's presses, has had its influence upon journalism, as upon other phases of Brooklyn's life, and thus the city has no morning newspapers. But there are between forty and fifty newspapers and periodicals, including monthly magazines and weeklies, devoted to club, society and other special objects. As regards the ability with which the various local newspapers are conducted, they have no superiors, and the city is peculiarly rich in distinguished editors. The principal evening journals, taking them in the order of their establishment, are the *EAGLE* (independent Democrat), the *Times* (Republican), the *Standard-Union* (Republican), the *Freie Presse* (independent Republican), and the *Citizen* (Democratic).

The story of the *EAGLE* and its owners, managers and editors has been given fully in an earlier chapter.

The *Times* was established in 1848, and came under the control of its present editor, BERNARD PETERS, twenty years later. He has distinguished himself in two professions which men class among the noblest. As proprietor and editor-in-chief of the *Times*, he has raised that paper to the front rank of journalistic enterprises in New York state; and as pastor of All Souls Universalist Church, in this city, his work stood forth preëminent at a time when the province of a clergyman was to teach men their duty to the nation and the cause of humanity, as well as obedience to the laws of God. Mr. Peters was born in the Rhine Palatinate, in the picturesque old town of Durkheim, about twenty miles from Heidelberg, in the month of October, 1827. Seven years later, his father, John Philip Peters, emigrated to the United States, and settled in Marietta, then the pioneer town of Ohio. Here Bernard Peters passed his childhood and youth. He early displayed so much talent that his entry into one of the liberal professions was considered advisable, and, although reverses prevented him from devoting his whole time to the study of law, he managed by diligence and perseverance to acquire some mastery of its details, while attending at the same time to the duties of a clerkship in a country store. His preceptor in his law studies was Ferdinand Buell, one of the three



Royal C. Peabody

examiners before whom Rutherford B. Hayes subsequently qualified for admission to the bar. Mr. Peters did not pursue his legal studies to the end, but yielded to his own inclinations and the advice of his friends and decided to enter the ministry. He became a student in the Liberal Institute, at Clinton, N. Y., and was ordained as a minister of the Universalist Church in 1852. His first pastorate was in the city of Cincinnati. The opening of the civil war found him occupying the pulpit of the First Universalist Church of Williamsburg, organized in 1844, the name of which was changed in 1870, to All Souls Universalist Church, and while pastor of this church his voice was raised with energy in support of those great principles which then claimed attention from the whole civilized world. His loyalty to the Union and his unsparing denunciation of those hostile elements which sought its disruption exposed him, during the riots of 1863, to the danger of personal violence. The frequent calls to speak in public which were then made upon him finally impaired his health so seriously that in 1864 he resigned his Brooklyn charge and accepted a call to Hartford, Conn., where, after a time, he assumed editorial charge of the *Post*. His work on that journal was able and vigorous, and, at length, he left the pulpit altogether and gave his entire attention to journalism. For a short time, in 1868, he resumed his ministerial labors and accepted a call to Pennsylvania, but his health once more interfered and he retired permanently from the ministry. In the autumn of 1868 he bought from George C. Bennett, founder of the *Brooklyn Times*, a half-interest in that paper. Six years later the affairs of that journal passed under his absolute control and his devotion to its interests has, on more than one occasion, induced him to refuse opportunities of public preferment. In 1851, Mr. Peters married Camilla W. Pollock, daughter of Thomas Pollock, of West Virginia; of their five children, three survive. These are: Mrs. James A. Sperry, Mrs. William C. Bryant and Thomas Pollock Peters.

The *Standard-Union* is the outcome of a series of newspaper changes and consolidations which occurred at intervals since the foundation of the *Daily Union*, in September, 1863, as a journal to reflect the sentiments of the North during the civil war. In 1877, through the purchase of the name and good-will of the *Argus*, the name became the *Union-Argus*. Later, under the editorship of John Foord, its old name, the *Union*, was resumed. Following this there were several changes in the management of the paper, until finally it was consolidated with the *Standard*, and its present title was adopted. Shortly after this, the new proprietor and editor, William Berri, called to the helm the present chief editor, MURAT HALSTEAD. The virile pen of Mr. Halstead has for many years been occupied with subjects and affairs national in their scope, and his career has been notably eventful. He has had something to do with the making of history, and distinction came to him amid stirring events, but it is related that he proved a distinct failure as a worker on his father's farm, near Paddy's Run, Butler County, Ohio. There the present editor of the *Standard-Union* was born, on September 2, 1829. This farm had been taken up by his paternal grandfather, who emigrated there from Pasquotank County, North Carolina, Murat's father, Griffin Halstead, being at that time an infant. Twenty-five years later, in November, 1827, the latter married the daughter of James Willets, who occupied a farm not far from Chillicothe, Ohio. Three children were the fruit of this union, Murat; his brother, who was captain of Company F., 79th Ohio Infantry during the war; and a sister, who married John Scott and now lives on the Paddy's Run farm, where she was born. Young Murat was taught to read and write by his mother and was then sent to the district school. Having acquired about all the knowledge he could get there, and "gone through the arithmetic"—a great feat in those days—he studied surveying for awhile and then attended an "academy," near by. Completing his studies there, Murat attended an institution which was called an agricultural college, the course of instruction being designed to fit boys for farm life and to render them satisfied with that kind of existence. It was while pursuing his studies here that Mr. Halstead first wrote for the papers, his contributions consisting of snake, Indian and bear stories. After being graduated from the farmer's college and successfully combating all efforts to



BERNARD PETERS.



MURAT HALSTED.

make a farmer of him, he went to Cincinnati in 1851. Then he began writing for the press in earnest and soon laid the foundation of his reputation as one of the greatest newspaper men of the century. In 1853 he began his career of nearly forty years with the Cincinnati *Commercial*, now the *Commercial-Gazette*, serving in nearly every capacity upon the paper until he became its editor-in-chief, and finally its principal owner. His field of effort, however, was by no means confined to the Cincinnati paper, even from his first identification with it, for he became one of the foremost of workers in the Republican party and his writings and counsel became of national importance. Frequently he has been called to the fore-front to battle in the crises of his party, notably during the Blaine-Cleveland campaign, when he not only edited his Cincinnati paper and a campaign publication in New York, but also wrote reams of campaign literature for circulation throughout the country. In 1890, Mr. Halstead became editor-in-chief of the *Standard-Union*, and in addition has done admirable work in the *Cosmopolitan* magazine, the *Commercial-Gazette*, and other publications. Mr. Halstead married Mary Banks, daughter of Hiram Banks, a well-known Cincinnati business man. Of the twelve

children born to them, all are living, excepting two of the nine sons.

The *Freie Presse* was originally established in the Eastern District by Edward Franz Roehr, an ex-officer in the army of the little principality of Reuss, Germany, and the father of HENRY EDWARD ROEHR, the present editor of the paper. When the revolution was overthrown in 1849, the elder Roehr came to America and settled in Williamsburg, shortly afterward sending to his wife in Schleiz, where his son Henry was born in 1841, the means with which she was to come to him with her four children. They arrived in August, 1850, and the boy, Henry, began the battle of life by carrying newspapers. In a bookstore opened by his father on South Seventh street, now known as Broadway, he helped in the store and developed moreover a love for literature that undoubtedly determined the career in which he was destined to shine. The father's next venture was a paper called the *Long Island Anzeiger*, first issued on September 2, 1854, and in this office this boy began to learn the printer's trade. The *Anzeiger* lived scarcely a year, being abandoned after the issue of August 23, 1855, but the printing office was firmly established, and so was a Masonic paper called *Der Triangel*, which Mr. Roehr had begun to publish and which he maintained for twenty-five years. In 1857 the lad went to Albany, where he worked for a short time on the *Freie Blatter*. Next he went to Cincinnati, and in the fall of 1859 he returned to his father's office in Williamsburg. When the call for volunteers to defend the Union was made in the spring of 1861, his was the fourth name signed to the call issued by the Turner societies of New York, Brooklyn, Williamsburg and other cities in the vicinity to the young Germans to enlist. He went to the front as first sergeant of Company 1 of the 20th Regiment, underwent many hardships and was several



HENRY E. ROEHR.

times promoted. The taste for military service developed on the field led Colonel Roehr to become interested in the National Guard, and in 1868 he was authorized to raise a battalion of infantry to consist of four companies in the Eastern District of Brooklyn for the 11th brigade, then commanded by Gen. J. G. Mescrole, and when the battalion was raised he took command of it as major, and attained the rank of colonel when it was fully organized as the 32d Regiment, in 1871. He brought it to a creditable state of efficiency and, after a continuous service of eight years, resigned in November, 1876. After his return from the war, Colonel Roehr worked for several printing offices in New York city and then went into business as a partner with his father. The German population of Brooklyn had grown largely and Colonel Roehr thought the opportunity was good for establishing a German newspaper, and at last converted his father to his way of thinking. The new paper was to be known as the *Long Island Anzeiger*, in spite of the fact that the same presumably unfortunate name *Anzeiger* had been borne by the elder Roehr's yearling publication. The new paper was issued from No. 40 Stagg street, on Saturday, December 3, 1864, and was built up slowly until the erection of a three-story brick publication office on Montrose street, into which it was moved August 7, 1869. The paper was changed from a weekly to a semi-weekly on October 13, 1869. Finally, the support given to the paper on former occasions, when marked departures had been made, was taken as an argument that the German people would rally to the support of a daily paper of their own, and on September 30, 1872, the new enterprise was inaugurated, under the name of the *Brooklyn Freie Presse*. Colonel Roehr bought his father's interest in 1873, and about two years later the paper gained an impetus that has been maintained ever since. At 30 Myrtle avenue, where the paper is now published, the erection of a two-story brick extension was begun in May, 1875, and on June 7 the paper was issued from the new office. On Sunday, April 19, 1873, Colonel Roehr issued the first number of the *Long Islander*, which was given away to the readers of the *Freie Presse*, and has been continued since as the Sunday edition of that paper. Colonel Roehr is essentially Republican in his political affiliations, but has an independent spirit. He voted and worked with the Republicans until 1872, when he joined the "liberal" movement and became one of the dissenters from the party platform and candidates. He returned to the party after the campaign of that year, but in 1884 again manifested his independent spirit by uniting with those who forsook the Republican standard-bearer and supported Grover Cleveland, returning to the Republican ranks four years later. He married Miss Anna M. Blankhardt, in 1865, and they have a family of seven children. Two sons, Edward and Charles, were sent to Germany to be educated, and Edward, following in the footsteps of his father, is a journalist. He has done a great deal of creditable local work and has also represented the *Freie Presse* in Albany, as its legislative correspondent. In both the literary and mechanical details of his chosen profession he is highly proficient. Colonel Roehr is a member of several veteran organizations, is vice-president of the board of trustees of the Germania Savings Bank and is a member of several societies and social organizations, among them being the Williamsburg Turn Verein, in which he has been a pupil and member since 1854.

The *Citizen* was established in 1886, by a number of representative Democrats of Brooklyn, and though there have been changes in the management of some of its departments, ANDREW MCLEAN has been its editor-in-chief from the beginning. He was born in Renton, Dumbartonshire, Scotland, in August, 1848. He attended the local school, but before reaching the age of fourteen was apprenticed to a carpenter. The trade was not to young McLean's liking, and when fifteen years old he ran away from home. Proceeding to Glasgow, he looked about for some congenial employment, but finally availed himself of an opportunity to come to America by working his passage on a ship bound for New York. He landed in that city with a capital consisting largely of ambition and energy, but very little cash. Then he repeated his Glasgow proceeding of looking for an occupation, and he found it as a "powder-monkey" on board the United States frigate "Kearsarge."



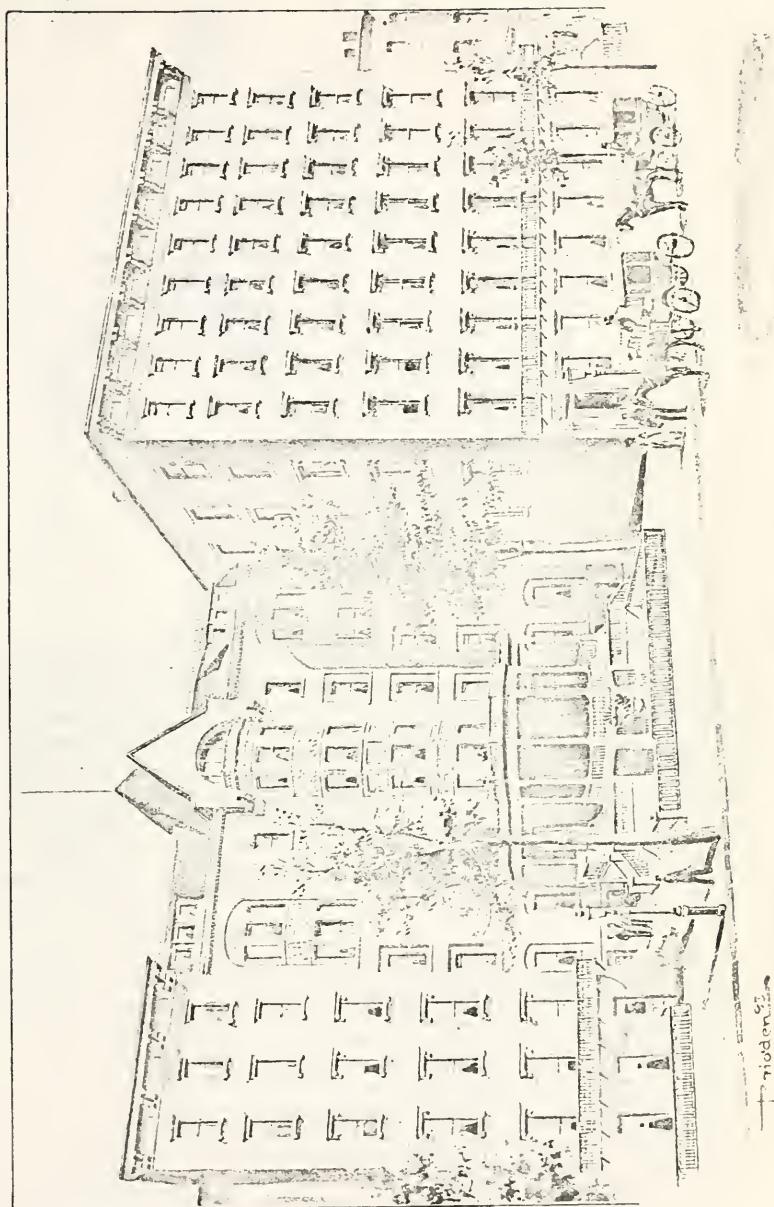
ANDREW MCLEAN.

This was in 1863, and he served in the navy until the close of the civil war. After that he tried working in a dry goods store, conducted on Myrtle avenue in this city by his uncle; but he found this employment not to his taste, and went west. There he travelled about considerably and had a varied experience, which included his editing of a Chicago publication called *The Tobacco Leaf*, but after a time he returned to Brooklyn. From John Foord, then editorially connected with the *New York Times*, and with whom he boarded on Duffield street, Mr. McLean obtained employment as a general reporter for the *Times*. Subsequently he severed his connection with this paper to accept a position on the *Brooklyn Union*. After some months, he transferred his services to the *EAGLE*, with which he remained seventeen years, rising through the various grades, from general reporter to editor. His connection with the *EAGLE* continued until 1886, when he became editor-in-chief of the *Citizen*, a paper which he was largely instrumental in establishing. Mr. McLean is as much at home upon the lecture platform as in the editorial chair, and is both interesting and eloquent as a public and after-dinner speaker. At the opening of the Faust club, in this city, he delivered a lecture on Emerson which so pleased that great thinker and writer that he sent Mr. McLean a complete set of his works. For fifteen years Mr. McLean has responded to the toast of the evening at the annual Burns banquets. On occasion, too, his pen has been winged with the inspiration of poesy, and a volume of his published verses includes a delightful poem upon Thomas Moore.

The weekly publications and other periodicals of the city are, for the most part, devoted to special and technical fields; but among weeklies, the society journal, *Life*, may be specially mentioned as having made an interesting success.

Having a comparatively small floating or transient population, Brooklyn never has had reason to boast of the number of its hotels, but there has been a notable increase during the past few years; all counted, there are now over fifty in the city, large and small, and among these there are several very fine hosteries, which in many respects are the peers of the great metropolitan hotels.

In point of age the *MANSION HOUSE* has precedence, and as a family hotel it has long held a leading position in the city. Its location is Nos. 139 to 153 Hicks street. Originally the *Mansion House* was a school building, situated in the centre of a spacious garden, in which were many choice and rare trees. Gen. E. W. Yale opened it as a hotel somewhere about the year 1840, and such was the success attending the venture that in less than seven years it was found necessary to build an annex, which was called "Texas." As time went on, other improvements were demanded, and the house is now undergoing extensive alterations, including the addition of forty-two rooms, *en suite*, and new baths and plumbing throughout the establishment. The improvements will cost the owner about \$60,000 and will make the hotel one of the finest in the country. All the two hundred and fifty rooms are spacious and airy, being fitted and furnished handsomely. In the rear of the house is an ample garden, shaded with maple and elm trees, while a commodious piazza, covered in as a "sun parlor" in winter, affords a charming recreation ground for both children and adults. The hallway, in which the office is located, with a private room in the rear, is more than usually large. It is finished in solid, polished mahogany, and has two immense carved mantels of the same material, with huge open fireplaces. Over one is the motto, "To Live Long, Live Well," and over the second "Waste Not, Spare Not." The furniture of the hallway is also of mahogany. To the left of the hallway is the dining-room, an apartment capable of accommodating some two hundred and fifty guests at one time. The main stairways are broad and easy of ascent. Upon the right of the hall are the smoking, reading and reception rooms, all handsomely furnished and decorated in excellent taste. At the end of the grass plot in the rear is a three-story brick building, used as a laundry and dormitory for the servants. The *café* is in the basement. The entire building is heated by steam, while the plumbing has been executed on the very best principles known to modern sanitary science. It is just twenty-six years since JOHN C. VAN CLEAF, the present proprietor of the *Mansion House*, made his entry into the hotel business. He is a descendant of the well-known and justly-honored Stillwell family, of Gravesend, his mother's maiden name having been Lavina Stillwell. He was born in the year 1848, at Fort Hamilton. In his earlier years he attended the district school in his native village, but subsequently became a pupil at the Fordham Institute, New York, where he remained until he attained his fifteenth year. Upon leaving school he entered the employ of the Wood Brothers, carriage manufacturers, whose establishment was then located at 596 Broadway, New York. With this firm he remained for about twelve months, but afterwards resided at home with his parents until he was eighteen years old, when he took the position of night clerk at the *Irving House*, on the corner of Broadway and Twelfth street, New York. At the expiration of twelve months he undertook the management of the *Five Mile River House*, at Rowayton, Connecticut. In 1869 he went to Long Branch as steward of the *United States Hotel*, under Moses M. Laird. His next engagement was as manager of the *American Hotel*, at Freehold, New Jersey, and there he remained for a period of two years. He then returned to the *United States Hotel* at Long Branch as room clerk, acting in that capacity until 1875, when he entered into partnership with Mr. Laird



THE MANSION HOUSE.



John C. Peed

under the firm-name of Laird & Van Cleaf, a connection which lasted until 1890. In that year Mr. Laird died, and the whole responsibility of conducting the hotel was thrown upon Mr. Van Cleaf, whose efforts in catering to the comfort and convenience of his numerous guests from all parts of the country and abroad have been most remarkably successful. In the winter of 1873 Mr. Van Cleaf first became connected with a Brooklyn hostelry, as steward under Mr. Peed, the proprietor of the Pierrepont House, in which capacity he remained for two years, when he assumed the management of the hotel. In 1882 he and Mr. Peed became joint proprietors of the Mansion House, and this partnership lasted five years. Mr. Van Cleaf purchased Mr. Peed's interest in 1887, since which time he has been the sole proprietor; he also conducts the United States Hotel, at Long Branch, during the summer months. He is an active and prominent member of the Masonic order; he is married and has had seven children, four of whom are now living —three sons and one daughter.

THE PIERREPONT HOTEL, at the corner of Montague and Hicks streets, has had an enviable reputation with the travelling public for forty years, and has gathered about itself many associations of pleasant local interest. It is a commodious edifice, plain and substantial as regards its exterior, but suggestive of comfort in every detail. Since the house was opened first with Russell, Chase & Co. as proprietors, there have been five changes in the management: James L. Byrne became proprietor in 1857, and conducted the business until 1864; for the next eight years the house was managed, first by Peters & Wilson, and then by William J. Henderson; from May 1, 1872, until September, 1892, Charles N. Peed was the popular proprietor and won to the house its best reputation. The present proprietor is Edmund W. Powers, who has been an eminently successful hotel manager in the White Mountains and is especially well-known through his able management of the Summit House at Mount Washington. The Pierrepont House is a building of six stories, covering a rectangular area of 78 by 100 feet. It contains about eighty separate suites of rooms, numbering one hundred and forty apartments in all, and they are furnished with the primary aim of affording the fullest degree of comfort.

THE CLARENDON HOTEL, which for many years occupied the site of the present EAGLE building, is now situated on the northwest corner of Washington and Johnson streets. The new building was formally opened on July 8, 1890, and the ceremonies on that occasion were participated in by many of the leading

citizens of Brooklyn. The cost of the structure itself was not far from \$238,000, while the expense attendant upon the interior furnishing and decorations amounted to \$110,000. The hotel is built in the Romanesque style of architecture, and is six stories and basement in height. It has frontages of over seventy feet on Washington street, fifty on Johnson street and twenty-five on Fulton street; the whole structure covers a ground space of about 6,500 square feet. The *façade*, fronting on Washington street, is a rich combination of stone and brick upon a foundation of bluestone. The first story is built of Euclid graystone, and has a series of segment arches over solid stone piers with rock-faced panels, surmounted by heavy stone cornices and elaborately carved keystones. Above this story, cream-colored brick is used, varied only by Euclid capstones, sill courses, pilasters and rock-faced quoin stones. The sixth story is rather more ornamental, having a series of arches forming an arcade, which is surmounted by a heavy, wide cornice. A round tower at the corner of Washington and Johnson streets, furnishes bay windows to each floor. This tower is raised upon a richly carved corbel, with a tile roof surmounted by a flagstaff. Entering the hotel on the Washington street side, one is ushered into a rotunda 25 x 50 feet, floored in marble tiling and with high wainscoting of mahogany. From the rotunda a broad stairway affords access to the upper floors. The dining-rooms are situated on either side of the rotunda. Upon the second floor, immediately in front of the stair landing and facing Washington street, are the parlors—a suite of three rooms. The banquet halls, three in number, are situated on the Fulton street side. These halls are so arranged that they can at any time be thrown into one large room 80 feet long, with a width of 25 feet. The decorations conform to the Renaissance style, with delicate colorings illuminated in gold. The remainder of the floors are entirely taken up by bedrooms, over one hundred in number.

One of the newer hotels of Brooklyn, and the best thus far established in the city, is the HOTEL ST. GEORGE, which was built in 1885 to meet an existing demand for high-class hotel accommodations. The structure as now completed is a development from the first building of one hundred and fifty rooms. This fronted upon Pineapple street and, during the year following its erection, was supplemented by a second which contained three hundred and forty rooms and had a frontage on Clark street. Still the accommodation proved inadequate to the demands of a growing business and another addition was made on the Pineapple street side in 1890. The aggregate of eight hundred rooms makes the St. George one of the large hotels of the country. Its hallways require two miles of carpet to cover them and throughout the whole establishment one finds not only the advantage of size, but the evidences of perfect taste and the appliances for comfort as well. The location of the St. George is especially favorable, it being situated upon the highest part of Brooklyn Heights, whence an unobstructed view of New York bay and harbor is obtained. It is essentially a family hotel, and business men who make it a home for themselves and their families find the proximity of the lines of inter-urban communication of great convenience. The fact that a family can enjoy all of the comforts of a private home in the suites of the St. George, added to the advantages already mentioned, has induced a large and increasing number of metropolitan merchants and professional men to reside there. Another inducement, rarely found in conjunction with those of comfort and accessibility, is presented—adaptation of the house and its management to the varied tastes and circumstances of its patrons; for here, under one roof, can be accommodated those whose wealth and requirements command every luxury, and also those who wish to live simply and inexpensively. The main dining-room of the St. George is the largest apartment of its kind in the state, having an area of eleven thousand two hundred square feet. It will seat a thousand people. It is floored with Tennessee marble. The ceiling is broken into seven arches, resting on thirty-five massive pillars, these and the walls being of a delicate tint of an orange hue. At the west end of the room is a charming balcony of bird's-eye maple, in Moorish pattern, where an orchestra is stationed. At the opposite end is a cathedral-glass window, containing Roman figures painted after the style of Alma Tadema. Fourteen stained glass windows are on the sides. Thirty-five electric droplights, each representing a chrysanthemum plant in bloom, illuminate the room in the evening. On the ceiling is a large chrysanthemum leaf, from which hang five pendants in silver, the whole making a scene of luxury and splendor. Connected with the dining hall are a number of supper-rooms, beautifully decorated. The entrance to the main dining-room is on Pineapple street, and it is provided with a large elevator, connecting with every story. The ladies' entrance to the hotel is on the Clark street side, where a large reception-room is always at the service of guests and their friends. The electric plant of the St. George consists of two engines, perfectly noiseless in their operation, together with two 125 and three 60-horse power boilers, and two Edison dynamos. The building is wired for 2,500 lights, and connections have also been made so that in case of accident to the plant the entire building can be lighted at short notice from the Edison station. Among the many noteworthy improvements there is a fire alarm system, designed by Captain Tumbridge, which is so perfect that all danger from fire is removed.

The success of the St. George Hotel is due to the strong personality and business qualities of its proprietor, CAPTAIN WILLIAM TUMBRIDGE, whose life is an illustration of the importance of energy and



Mr. Greenbridge



HOTEL ST. GEORGE.

perseverance. His life has not been devoted exclusively to one calling, but, on the contrary, has been spent in many pursuits, both on sea and land; yet he has shown in all the same characteristics of force and purpose. He was born of English parents, at the Cape of Good Hope, in Africa, in 1845. When he was four years old his father died, and his mother returned to London, where he was put to school. Leaving school at the age of thirteen, he was apprenticed to the brig "Satellite," of Shields. Within three months of the expiration of his service, the brig was wrecked on a voyage from the Black Sea to Glasgow, and the crew, taking to the boats, nearly lost their lives. Young Tumbridge, with his companions, was picked up by a passing vessel and taken to Malta, whence he was sent to England, where he passed a Board of Trade examination and obtained a second mate's certificate. He came to New York in 1864, and joining the United States navy, remained on the receiving ship "Vermont," at the Brooklyn navy-yard, until drafted into the "Tacony," of the North Atlantic blockading squadron. The squadron was then lying in Hampton Roads, under command of Admiral Porter, and preparing for the attack on Fort Fisher. Young Tumbridge was present at both attacks on the fort. At the close of the war he obtained a position as mate of the ship "Seabreeze," and after his first voyage he became a member of the American Shipmaster's Association, being at that time only twenty-one years of age. Leaving the sea, after a time he came to New York, and starting in the advertising business, achieved success. He afterwards became interested in Wall street, and continued his connection with "the street" for ten years, when he took command of the clipper ship "Spartan," which made the voyage from New York to Havre in eighteen days. He afterward commanded the steamship "Borrowdale," and in that vessel reached the head of the Gulf of Bothnia, in latitude 66°, the most northern point in the gulf ever attained by a steamship of that size up to that time. Having given up his sea-faring life, he engaged in building operations in New York and Brooklyn, which finally resulted in the erection of the Hotel St. George, in 1885. He married Miss Lucinda Fick in 1869. He has four sons; his eldest boy, John William, aged twenty-one years, is a graduate of the Rensselaer Institute, Troy, and is now taking a course in marine architecture, as Captain Tumbridge expects to join his son in establishing a ship-yard in this locality. Guy is learning the hotel business with his father, and Stanley is a student of the Polytechnic Institute.

The demand for fine hotel accommodations has been growing rapidly in recent years, and in 1891 the Brooklyn Hotel Company was incorporated by the following gentlemen: David B. Powell, Alden S. Swan, Howard Gibb, Leander T. Powell, David L. Harris and Charles D. Burwell. Among the stockholders are John Gibb, Charles T. Young, Chauncey Marshall, Arthur Gibb and Nelson G. Carman. The site selected for a new and imposing hotel building was on Clinton avenue, next to the Brooklyn Tabernacle. A hotel to be named THE REGENT is now building on part of the property, having a frontage of sixty-three feet on Clinton avenue. It is built of cream-colored face brick and terra cotta, and is certainly one of the handsomest buildings ever erected in the city of Brooklyn. It has seven stories on Clinton avenue and eight stories on Waverly avenue, and is two hundred feet deep. The company proposes that all the appointments of the hotel shall be as ornate as possible, and a large sum of money is to be spent upon the decoration and furnishing of the house. It is to be under the management of George Schmitt, who was for many years with Delmonico, in New York. The new HOTEL SAVOY, at the junction of Jay and Fulton street, is being erected to supply the demand of transient patronage. Its projector is Jacob Rothschild. The building has frontages of one hundred and ten feet on Fulton street and one hundred and twenty feet on Jay street; it is ten stories in height and possesses an elaborate façade of the Italian Renaissance order. The materials used in its construction are stone, iron, pressed brick and terra cotta, and the general appearance of the completed building will make it a specific feature in the architectural ensemble of the city. Two hundred rooms, fitted with every convenience, will be set apart for the use of guests. It will be conducted on the European and American plans. Its estimated cost is \$750,000.

In the newer parts of the city the most conspicuous architectural feature is a reiteration of "rows"—long lines of residences that all have very much the same general style. There is, however, a tendency not only to variation by the use of new forms of brick and new sorts of red, yellow and green sandstone in place of the brownstone which for a long time was the material with which the best houses were faced, but to introduce new ideas in arrangement. Taking the two-story and three-story and basement house as a basis, landing staircases, middle stairways, parlor floor dining-rooms, and other variations have been agreeably introduced. There are numerous "model houses," many of which illustrate the high water-mark of modern architectural ingenious and enterprising work. Some of the construction of flat houses with interior courts, elevators, steam heat, etc., make acknowledgment of the extraordinary demand that has resulted from Brooklyn's growth as a place of residence. The city contains many handsome pieces of architecture, most of them new. To mention some of the older buildings, the Academy of Music is of brick, with Dorchester stone trimmings. The Art Association building, adjoining, is in the Gothic style, with a rich façade of brown sandstone. The Brooklyn Library, on the opposite side of Montague street, is also in the Gothic style, with an effective combination of

brick and sandstone. The new Federal building, at the corner of Washington and Tillary streets, costing over a million and a half, is a stately, modern and altogether satisfactory structure, with many beautiful points, and well adapted throughout to the service of the post office, the Federal courts and other United States interests which it shelters. The EAGLE building, facing the Federal building from the southeast corner, has already been mentioned as of especial architectural beauty. The building of the Long Island Historical Society at Pierrepont and Clinton streets, is one of artistic dignity and modernness. It is of brick, with stone and terra cotta trimmings. One of the striking buildings in the city is that occupied by the Williamsburgh Savings Bank, at Broadway and Driggs street. It has a broad dome reaching to a considerable height. The clubs make important contributions to the imposing architecture of the city, as in the case of the Union League, on Bedford avenue; the Montauk, at Lincoln place and Eighth avenue; and the Hamilton, at Clinton and Remsen streets. Beautiful churches are to be found in all parts of the city. The business blocks offer some imposing and pleasing fronts, and of handsome private residences the city can claim as just a share as any other which can fairly be



THE "MONTROSE," HOYT AND STATE STREETS.

compared. In some of the homes of the city the interior magnificence is of a regal order. These statements can be valued best by illustration and description. Among the higher order of apartment houses in the city must be counted "The Montrose," which stands at the corner of Hoyt and State streets. Designed for the occupancy of small, first-class families, it was built by J. H. Recknagel from the plans of Montrose W. Morris. It contains five stories and a cellar, and is built of brick and terra cotta; it is constructed in the most substantial manner, and has all modern improvements in the way of heating, lighting and plumbing. The building is very favorably situated, being not only on a corner, but being also detached from all other buildings on the side and in the rear, which entirely obviates the necessity of dark rooms, those almost inseparable detriments to the comforts of the modern flat. There are three apartments on each floor, and all apartments, together with the halls, are steam heated. The great feature of

this apartment house is its fire-proof stairway, which is run from the cellar to the roof, and is constructed of stone, brick and iron, thus insuring, in case of danger, a safe exit to all occupants of the upper floors. The house has been, and is now, under the inspection and direct management of the owner, whose aim has been to have only select families as his tenants. The building is comparatively new, this being its third year of occupancy since completion.

One of the apartment houses which, through its striking situation and noble appearance has become a landmark of Brooklyn, is the "Fougera." Built on the high ground of the Heights, it is situated in one of the most fashionable and wealthy quarters of the city, and is within a short distance of numerous means of communication with New York. It is on the northwest corner of Atlantic avenue and Clinton street, extending along Clinton to State street. The structure is six stories high and covers an area of 16,475 square feet. The lower floor is devoted to a few large stores which are models in convenience and internal arrangement. The five floors above are each divided by sixteen-inch brick walls into eight sets of apartments, thus making forty in all. The building is thoroughly fire-proof, and convenient iron stairways communicate with all parts through a central open court. All the rooms are thoroughly lighted and all are trimmed in ash with handsome cabinet finish. Each suite of apartments has its own private hall with a speaking-tube of original and ingenious character, communicating with the annunciator in the janitor's office, a special gong

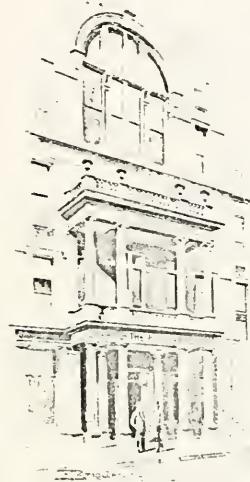
and a strongly constructed door ornamented with rich cathedral glass. The entire structure is warmed by steam furnished by two boilers located under the sidewalk and entirely clear of the building. All modern improvements are applied to render the ventilation perfect. One of the chief features of the house is its entrance. It is situated in the middle of the Clinton street front and is protected by a grand iron portico, nineteen feet wide and two stories high, supported by twelve massive columns with an ornamental balcony on each story. The entrance proper, the main vestibule, the janitor's office and the main staircase are all trimmed in carved mahogany. In the centre of the main hall is the elevator, and on either side of the shaft a grand staircase mounts by easy gradations to the upper floors. From the upper stories there is afforded a bird's-eye view of Brooklyn, Staten Island, New Jersey and New York bay and the surrounding country.

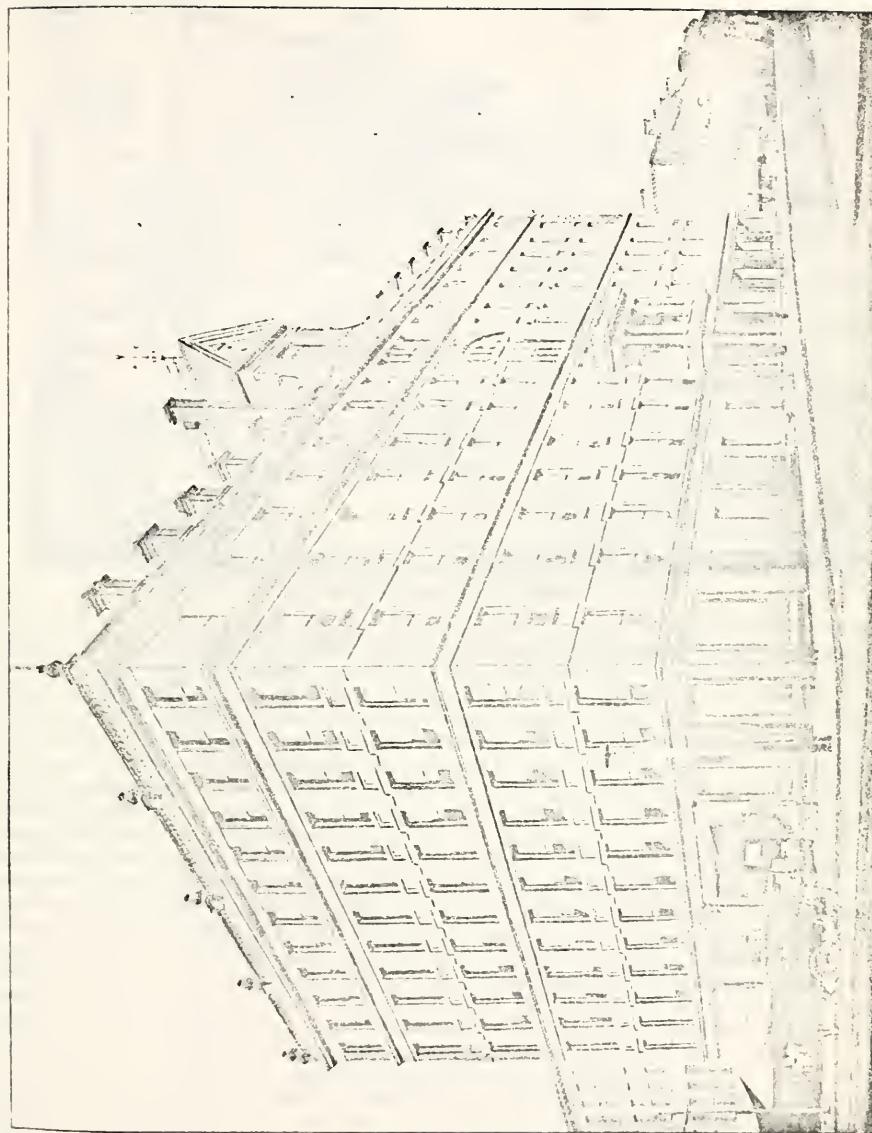
Situated at Fulton street, Bedford avenue and Brevoort place, is the Holliday Building, known as "The Brevoort," which is one of the largest and handsomest apartment houses in Brooklyn. Romanesque in design, it towers eight stories high, and covers an area measuring 90 x 140 feet. The first and second stories of the *façade* are constructed of red sandstone, while the great, rounded arches of the second story are supported on massive columns of highly polished granite. The remaining portions of the *façades* are constructed of terra cotta and brick, while in the centre of each, rising tier above tier, are recessed balconies which, by a liberal display

ENTRANCE TO "THE FOUGERA."

of plants and ferns, have been converted into a series of aerial gardens. The basement and the first and second stories are connected, forming one large store, which is finished in hard wood and lighted by large windows of plate-glass which look out upon Fulton street, Bedford avenue and Brevoort place. At the angles formed by Bedford avenue with the two other streets are the two main approaches to this portion of the building; each of these entrances is covered by a semi-circular portico with panelled ceilings, resting upon heavy pillars ornamented by elaborate carvings and handsome capitals. The main entrance is on Brevoort place, where a huge red sandstone arch, resting upon short, heavy pillars, opens into a vestibule and a reception hall, both of which are paved in Italian mosaic with borders of artistic design. The hall is finished in oak, with panelled wainscoting, and has a ceiling of which the rafters are carved with consummate skill. The elevator shaft and an oaken staircase occupy the space in the rear of this apartment. From the ceiling hangs an enormous chandelier of brass and colored crystal, its pattern being Byzantine. The six floors above the second are divided into suites of apartments, varying in size but not differing materially in style of finish. On the second story is a completely appointed restaurant. The Holliday building was erected more than two years ago, under the architectural supervision of Montrose W. Morris. It was owned, principally, by the late Edgar Holliday, whose widow is now the proprietor and manager of the property.

Another magnificent apartment house is the "Alhambra," which was erected by Louis F. Seitz. It faces Nostrand avenue, and has a frontage of two hundred feet and a depth of seventy feet on both Macon





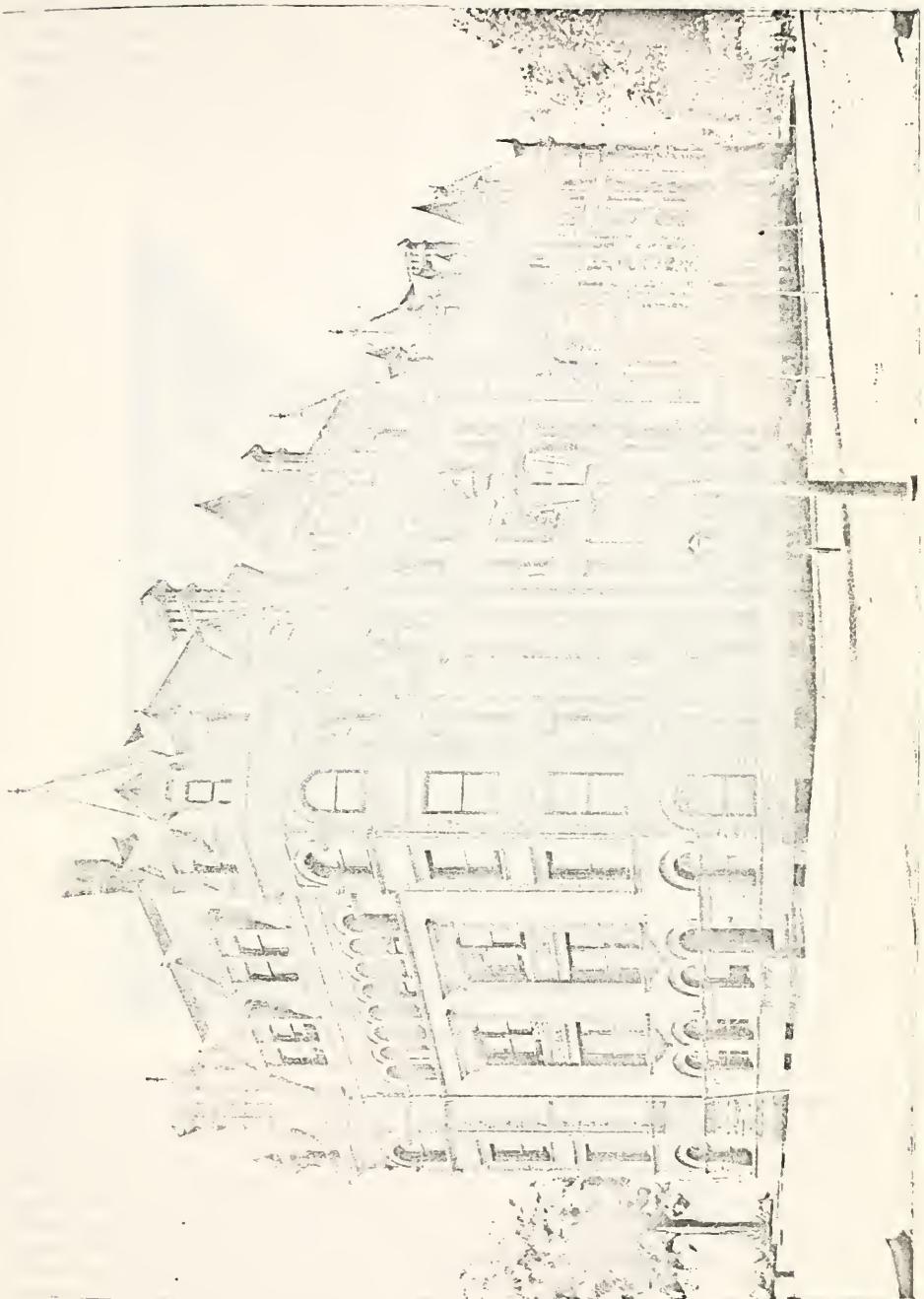
THE BROADWAY, CLINTON AND ATLANTIC STREETS.



AN APARTMENT IN "THE FOUGERA."

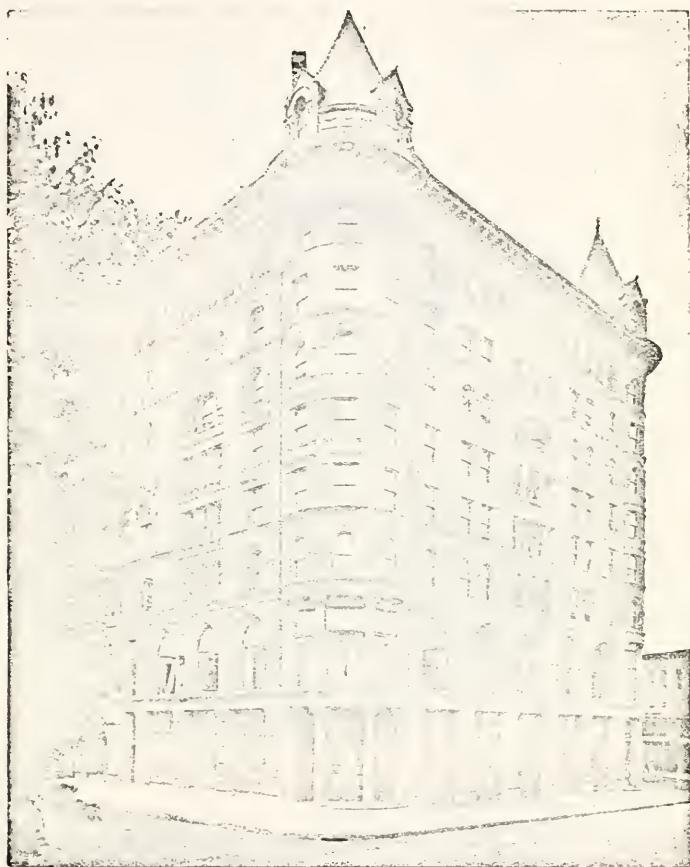
and Halsey streets. A terrace, fifteen feet wide, separates the building line on Nostrand avenue, from the arched entrances and broad steps of the structure. Six large octagon towers ornament the edifice; two of them being in the centre and one at each of the four corners. Between those in the centre, rises a lofty stone arch, through which one has a vista of an open court with fountains, gardens, croquet and tennis grounds. Similar arches on Macon and Halsey streets reveal the same view. One of the most noticeable features of the Nostrand avenue front is a centre pavilion of arcade balconies, which command a prospect of the gardens on one side and the street on the other; with these balconies the parlors of the centre towers connect. The architect followed the Romanesque style throughout, and ornamented the building elaborately with delicate carvings and traceries in stone and terra cotta. Above the rock-faced stone of the first story, the structure is faced with long, narrow and light-colored brick, and is beautified by chimneys, lofty gables, recessed balconies, arched windows and tile-covered roofs. The corners of the centre pavilion and octagon towers are supported by carved columns and pilasters. The "Alhambra" is five stories high. The public halls are twenty feet wide and open from spacious vestibules; in each there is a large open tiled fireplace, and connecting with the public halls are reception-rooms, libraries, dining-rooms, kitchens, bathrooms and bedrooms. The grand parlors in the octagon towers are finished in hard wood, decorated handsomely and provided with steam heat and every appliance to insure health and promote comfort. Each apartment is so arranged that all its separate divisions can be thrown into one room. The building is lighted by electricity and is decorated throughout with costly frescoes and mural ornamentals. It cost over \$200,000, and accommodates thirty families.

MONTROSE W. MORRIS is an architect whose work has given to Brooklyn many of the handsome private structures that grace the fashionable sections of the city. He was born at Hempstead, Long Island, and came to Brooklyn with his parents, when seven years old. He was educated in the public schools of this city, and mastered his chosen profession by eight years of hard study under Charles W. Clinton, one of the most celebrated architects in New York, whose office was on Wall street. In 1883 he opened an office of his own and entered at once upon a much more successful business than usually awaits the young architect who has just begun the practice of his profession. In 1890 he designed nearly \$3,000,000 worth of buildings. From his plans were erected the "Alhambra," on Nostrand avenue; and the "Brevoort," which latter is probably the most elaborate and imposing apartment house in the city; he



THE ALHAMBRA, NO STRAND, AVERAGE.

designed also the residences of H. C. Hulbert, J. G. Dettmer, John Arbuckle and Eugene L. Blackford. In the field of artistic decoration he is particularly happy. Of this particular branch of his profession he has made a special study, and his learning was added to a natural aptitude, so that remarkable results are achieved by him in the way of mantels, chandeliers, etc. In harmonizing the colors and the materials of interior fittings and mural decorations, the artistic sense and practical judgment of Mr. Morris often gain wonderful effects. The house which he designed for himself and to which he took his bride, the daughter of A. B. Travis, is at 234 Hancock street, and is worthy of its owner's reputation. The front is in the style of an Italian chateau, with a high, tiled roof, gables and picturesque turrets. There



HOLIDAY BUILDING, BEDFORD AVENUE AND BREVOORT PLACE.

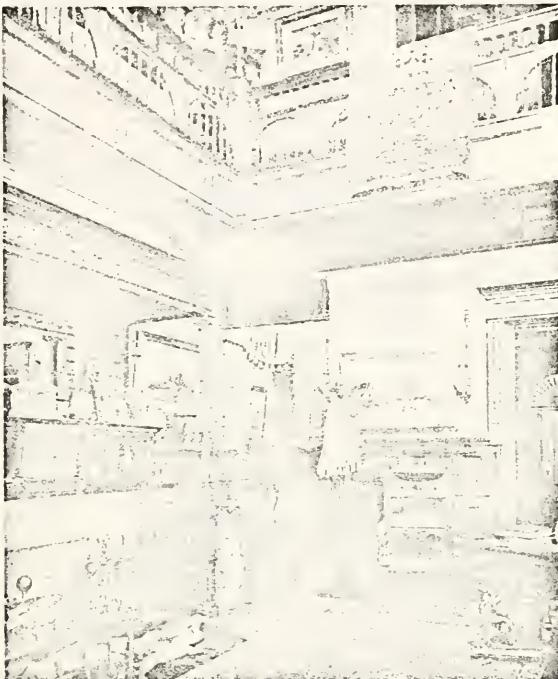
are balconies and bays, built of artistically-carved stone, and a vestibule which reveals to the visitor a handsome, oak-finished entrance-way into a hall whose raftered ceiling and panelled wainscoting are in keeping with the exterior design. A large open fireplace, flanked by upholstered seats and book cabinets built into the wainscoting, graces the library, and the unusual height of the ceiling allows space for a balcony from which doors open to the apartments on the second story. In the centre of the ceiling is a stained glass dome surrounded by panelling, and a window of beautiful design lights one end of the room. The parlor is hardly less remarkable in its beauty than the reception hall or library, but depends more for its charm upon the exquisite harmony of the color used in its furniture and decorations. It is a symphony in green. Not a room in the house, from the octagon dining-room to the dainty boudoirs and comfortable bed-chambers, but is a fit detail of a work of architectural art of unusual beauty.

Louis F. Stritz, whose enterprise, blended with a discriminating artistic sense, has beautified Brooklyn with private dwellings and apartment houses of novel and attractive type, was born in New York, on



Montrose W. Morris

October 1, 1860, and educated in the public schools of that city. He left school at the age of sixteen years, and entered a wholesale commission house in New York, where he worked for eight years. During that time his father was operating in real estate; and the son, interesting himself, started out in the same line of business and for several years continued to deal in New York property. He early saw that Brooklyn offered a splendid field for realty transactions and decided that his future operations should be confined to it. Architect Montrose W. Morris had just erected his first model dwelling on Hancock street, and Mr. Seitz was so favorably impressed with its appearance that he purchased about twenty lots of land on that thoroughfare. An intimacy sprung up between the two men, which resulted in their contributing more than any others to the present attractive appearance of that section of the city which lies east of Bedford avenue and south of Putman avenue; to them must also be credited the foundation of much which prom-



RECEPTION HALL, RESIDENCE OF MONTROSE W. MORRIS.

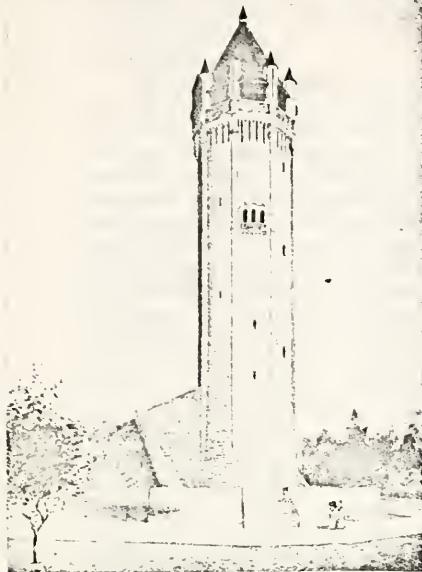
ises to further beautify that locality in the future. Mr. Seitz, being impressed with the scarcity of really desirable apartments, artistically built and managed for a superior class of tenants, erected the "Clinton" apartment house, on Nostrand avenue, near Hancock street. The structure was tenanted at once, and then he built the "Alhambra," on the same avenue. He next engaged in the erection of two large apartment houses, for which Mr. Morris is the architect, the "Imperial," on Bedford avenue and Pacific street; and the "Renaissance," on Hancock street and Nostrand avenue. Both of these buildings are in the Italian Renaissance style of architecture. In the construction of specimens of this peculiar class of architecture in Brooklyn, Mr. Seitz is undoubtedly the pioneer. He has revolutionized the system of "flat" building and has demonstrated that when first-class apartments are provided, tenants can be found ready and willing to occupy them with remunerative results. He has led the way in abandoning the use of brick and slate for exterior construction and of soft stained woods for interiors, substituting in their stead stone, marble and tiles for outside work, and mahogany, oak, chestnut and cherry for inside finish.

THAYER & WALLACE is a firm of Brooklyn architects, composed of Henry W. Thayer and William J. Wallace. The partners have been engaged in important work in Brooklyn and other cities. They have done much important work for the city, including the building of the water tower at Mount Pleasant reservoir, the repair-shop of the department of city works, engineers' houses at Millburn, on the line of the aqueduct; one at Massapequa, and other similar works. HENRY W. THAYER is a native of Brooklyn and was born in 1863. His boyhood was spent in Baltimore, to which city his parents moved, and he was a



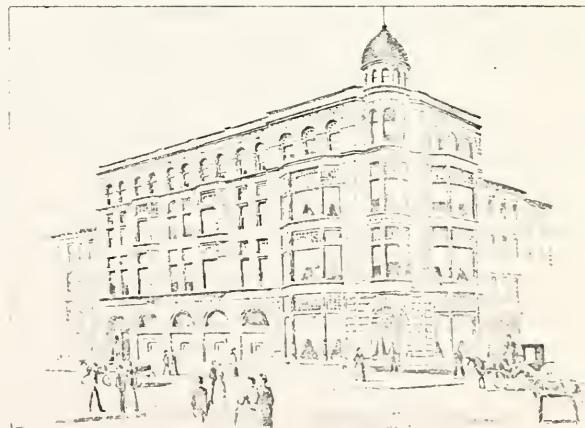
Louis F. Seitz

pupil of a private school there until his return to Brooklyn, thirteen years ago, when he became a student at Trinity College. After finishing his studies at Trinity, he began the study of architecture with McKim, Mead & White, the architects of New York, from whose offices he went to Boston, where he spent two years and a half. Returning to Brooklyn, he was engaged by George B. Post, of New York, with whom he remained for a year, and at the expiration of that time began business on his own account. In his independent venture he achieved a success which was continued after he formed the partnership now existing between himself and Mr. Wallace. He is a member of the Architectural League, of New York, the Advisory Board of the Brooklyn Institute of Fine Arts, the Crescent Athletic Club and the Long Island Wheelmen. **WILLIAM J. WALLACE** is a Virginian and was born in Richmond, but his parents moved to New York city while he was a child, and he was educated at the Flushing Institute and at Columbia College, where he was graduated from the architectural department in the class of 1886. His practical education in the profession was acquired by work in several offices, among which were those of G. E. Harney and C. W. Clinton, architects, and J. & R. Lamb and Herter Brothers, decorators. Mr. Wallace is a member of the Architectural League, of New York, the Advisory Board of the Brooklyn Institute of Architecture, the Architectural Association of Columbia College and the Columbia College Alumni Association. He is interested in military matters and is a member of Troop A, N. G. S. N. Y., the only cavalry organization in the state military force.



WATER TOWER, MT. PROSPECT RESERVOIR.

Of the newer buildings in Brooklyn specially adapted to commercial purposes, an admirable example is that erected by Mrs. Lucy E. Stoddard and now occupied by Liebmann Brothers. It is situated in the main artery of city travel and is equipped with every convenience likely to benefit its occupants and facilitate the business of their patrons. Though built in a comparatively short space of time, not a single structural detail was slighted in the effort to effect its rapid completion. It fronts on Fulton street, not far from the corner of Hoyt, and in the details of its *façade* it displays the beauties of the Italian Renaissance. There are two entrances, one each on Livingston and Hoyt streets, besides the main one. The structure contains four stories and a basement. The Fulton street front is thirty-eight feet in width and is constructed with walls of polished Nova Scotian granite, pink Georgia marble and the finest French mosaic, intricate and beautiful in design. The entrance rests upon twin columns of Georgia marble with ornamented capitals and is flanked on either side by show windows. The woodwork of the entrance is all of highly polished mahogany, and the roof of the vestibule is finished in circles of ornamental plaster-work, which are studded with small electric lights. Just above the vestibule is a long rectangular panel of glittering black onyx, on which the title of the firm is inscribed in gold letters. The total depth of the building is 312 feet and the

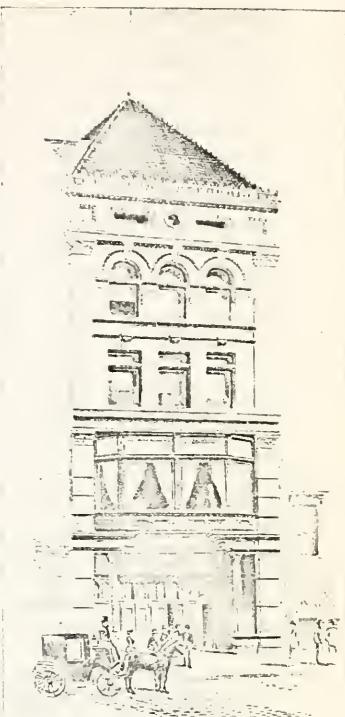


BURT BUILDING, FULTON AND HOYT STREETS.

space utilized on each floor amounts to 27,000 square feet. The interior woodwork is light in finish and the walls and ceilings are covered with white plaster. The finishing is in quartered oak and white maple. There are four Otis electric passenger elevators in use. The building is protected against fire by an excellent system of sprinkling pipes, which cross the ceilings at proper intervals. It was opened in March, 1892, and cost more than \$200,000.

The Burt Building, at the corner of Fulton and Hoyt streets, also was erected by Mrs. Lucy E. Stoddard. Rising to a height of four stories above the basement and presenting as many Romanesque features in its architecture as its commercial purposes will permit, it is one of the conspicuous structures on the line of Brooklyn's principal thoroughfare. It was begun on May 1, 1888, and was ready for occupancy in the October following, when it was leased by its present tenants, Edwin C. Burt & Co. The materials used in its construction are Philadelphia brick, Euclid stone and terra cotta; there is a frontage of thirty feet on Fulton street and a depth of one hundred feet on Hoyt street, while the entire height from the curb to cornice is fifty-five feet. The main entrance is on Fulton street, through an arched doorway reaching to the base of the second story, which is framed in heavy stonework, and handsomely carved wherever ornamentation of that nature is possible. Projecting from the keystone of the entrance-arch is a massive corbel stone, weighing seven tons; on this foundation rests the base of a tower which rises above the roof to a total height of seventy-five feet; it is built of iron and is roofed with terra cotta tiles. The interior of the building is finished in a fashion that makes it exceedingly attractive. The staircase and halls are wider than the average. The ground floor is trimmed in cherry while those above are fitted up with North Carolina pine; and all the iron-work throughout, from basement to roof, is finished in bronze. The store is steam heated, lighted by electricity and provided with every convenience.

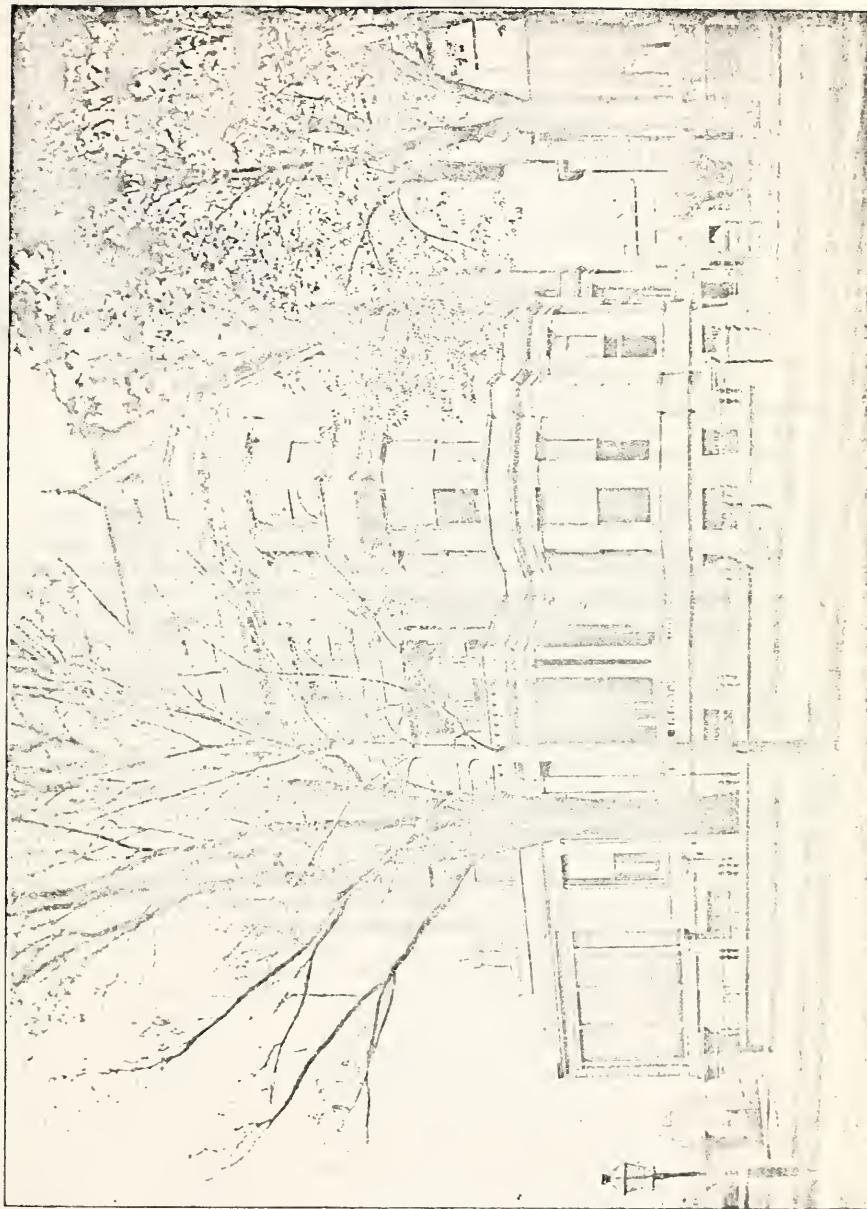
The Pouch Gallery is a feature of the city due to the late Robert Graves, who, about five years ago, began to build a residence designed for his own occupancy on a plot of ground fronting on Clinton avenue, near the corner of Lafayette. The owner and his architect, William A. Mundell, visited many of the most striking dwellings in New York, and there acquired the ideas that were modified and embodied in the plans of the proposed structure. The result was a building, surpassing the majority of its class, which presented an appearance of elegance coupled with simplicity of design. Death prevented Mr. Graves from enjoying the fruit of his toil, and the property eventually passed into other hands. The house and grounds were purchased by Alfred J. Pouch, and the building, completed and improved through his enterprise, became the principal resort in Brooklyn for public events of a fashionable nature. The Pouch Gallery, as the Graves mansion is now known, has a frontage of 86 feet, including the conservatory; it has a depth of 100 feet and stands back some little distance from the building line. In designing the structure Mr. Mundell chose the Grecian style as best adapted to the situation. The material used in building is brownstone on a natural foundation, and in this respect the house has few rivals in any city; it is an edifice that will stand for centuries, barring accident from fire or other causes. In height it is four stories and a basement. The entrance is through a square-roofed porch, which is approached by a flight of steps, terminating in one broad platform-stone, 14 x 16 feet in dimensions—the largest single stone ever brought to Brooklyn. The porch rests upon pillars at either side, while its roof forms a balcony and a foundation for other pillars of somewhat different shape, which in turn support another porch that touches the base of the third story. A spacious conservatory of stone, iron and glass, with an arched roof crowned by a stone structure about six feet in height, joins the house on the left side. The classical simplicity of the entire structure is relieved by delicate carvings and traceries at various points, which greatly enhance its beauty without violating the canons of architectural taste. From the pillared porch a spacious vestibule leads into a grand hallway, sixteen feet in width, having a lofty ornamented ceiling and heavily wainscoted walls. The entire apartment is finished in oak, with a polished inlaid floor; at one end there is a huge tiled fireplace and a great mantel of oak, carved in designs which seem worthy to have grown into



LIEBMANN BUILDING.

being under the chisel of a Gibbons. At the right of the hallway, and lighted by bay windows, is a reception-room finished in dark mahogany with a glass-like polish. The room has a handsome mantel, and the side walls and ceiling are finished in white, with artistic frescoes. On the opposite side of the hall there is a parlor, 18 x 40 feet in dimensions, which, in many respects, is the most beautiful apartment in the house. It is finished and furnished in the purest Louis XVI. type; elaborate white and gold ornamentations prevail; there are costly mirrors of panelled glass, and a floor, inlaid with fancy woods, which surpasses in elegance of workmanship any other in the building; the ceiling is decorated in besetting style, and the furniture corresponds in the smallest detail with the period that preceded the first overturn of the old French monarchy. The conservatory, measuring 20 x 23 feet, connects on the right with the drawing-room, and has side walls and floor composed of endolynthic marble; the arched windows in this apartment are fourteen feet high, and five and one-half feet wide. In the rear of the hall, on the right and just beyond the great staircase, a wide doorway leads to the dining-room; this apartment is twenty-four feet wide and thirty-four feet long, and is finished in carved oak with ornamental side walls and ceiling; there are all the appurtenances of a luxurious establishment, such as china closets, buffet, butler's pantry, massive tables and richly upholstered chairs. Opposite the drawing-room the hall forms a short L, in which lofty doorways open into a picture gallery and music room. The former is sixty feet long and twenty-four feet wide, with a cove-shaped roof, twenty-seven feet high, ribbed with iron and divided into panels of ornamental and tinted plaster. The apartment has the inlaid floor common to the house, and is lighted by a skylight; the side walls, to the level of the cornice, are hung with crimson cloth. The music-room will accommodate about one hundred and fifty people; its ceiling, which is forty feet in height, terminates in a dome with frescoed walls of cloud-flecked blue. The side walls are finished in quiet colors, while half-way up, on the left of the apartment, there is a series of embrasures with arches supported on columns of the finest Mexican onyx, profusely ornamented on base and capital. Between the dining-room and the hallway, the staircase begins: it is of oak with magnificently carved newel posts and handrails, and has steps eight feet wide; at a height of about nine feet the first flight terminates in a broad platform, sixteen feet in width, upon which the sunlight streams through a window of cathedral glass; from this landing the stairway branches, in two flights, from story to story. The second floor presents a hallway thirteen feet wide, with oak wainscoting and carved ceiling, and is divided into six chambers, the largest of which measures 24 x 30 feet, and the smallest, 18 x 18; each of these is finished in a different kind of hardwood, including bird's-eye maple, cypress, mahogany and white mahogany. The third story is similar to that below in almost every detail, while the fourth is divided into eight rooms for the occupancy of servants; all these apartments are finished in oak. Each floor is abundantly provided with lavatories and bathrooms, those on the main floor being located under the staircase. The hardwood used in the interior fittings alone cost \$75,000. There is no cellar under the house. The basement has a spacious billiard-room, 31 x 24, which is finished in ash and provided with every necessary appliance, besides rooms for household work. The rest of the basement is devoted to the coal and boiler rooms, with the exception of that portion underlying the conservatory and picture gallery. This is occupied by four bowling alleys, one hundred and eight feet long, located under an extension which has been added to the rear of the house since Mr. Pouch became the owner of the premises. The extension has two stories and a basement, is constructed of Philadelphia brick, measures 22 x 68 feet and cost about \$15,000. Above the basement, it is used for billiard-rooms, but it is the intention of Mr. Pouch to remove the partition at the eastern end of the picture gallery and so incorporate that portion of the house with the first floor of the extension, forming in this way a ball-room of the most desirable type. The house, exclusive of the land, cost about \$225,000.

ALFRED J. POUCH stands in the front rank of Brooklyn's public-spirited citizens and enterprising business men. Few, if any, have done more than he toward promoting and aiding, both by his own wealth and perhaps greater influence, those permanent public improvements which within the last decade have made Brooklyn grow "by leaps and bounds." Mr. Pouch was born in Brooklyn in 1844 and was educated in the city, and here has always made his home. His wealth, power and prominence he has won for himself. His first business situation was obtained with Wallace & Wickes, wholesale provision merchants of New York, in whose employ he remained for eight years. In 1866, when the petroleum trade was carried on entirely by private concerns, he became engaged with Mr. J. A. Bostwick of New York, who was at that time one of the most prominent dealers in the trade. About that time Mr. Bostwick opened a branch house in Cleveland, Ohio, which was the principal refining-point, and placed Mr. Pouch in charge, where he remained for the succeeding five years and built up the largest business there. In 1871 business changes occurred which caused him to return east, and, in the following year, to associate himself with the Standard Oil Company. He has remained with the company until the present time, and is at the head of the crude oil export department. Mr. Pouch is president of the American Dock and Trust Company, which controls numerous large docks and warehouses, where about one-third of all the cotton shipped to New York is stored. He was one of the chief promoters of the Brooklyn Elevated Railroad, and trustee and



THE PORCH GALLERY, CLINTON AVENUE.



ALFRED J. POUCH.

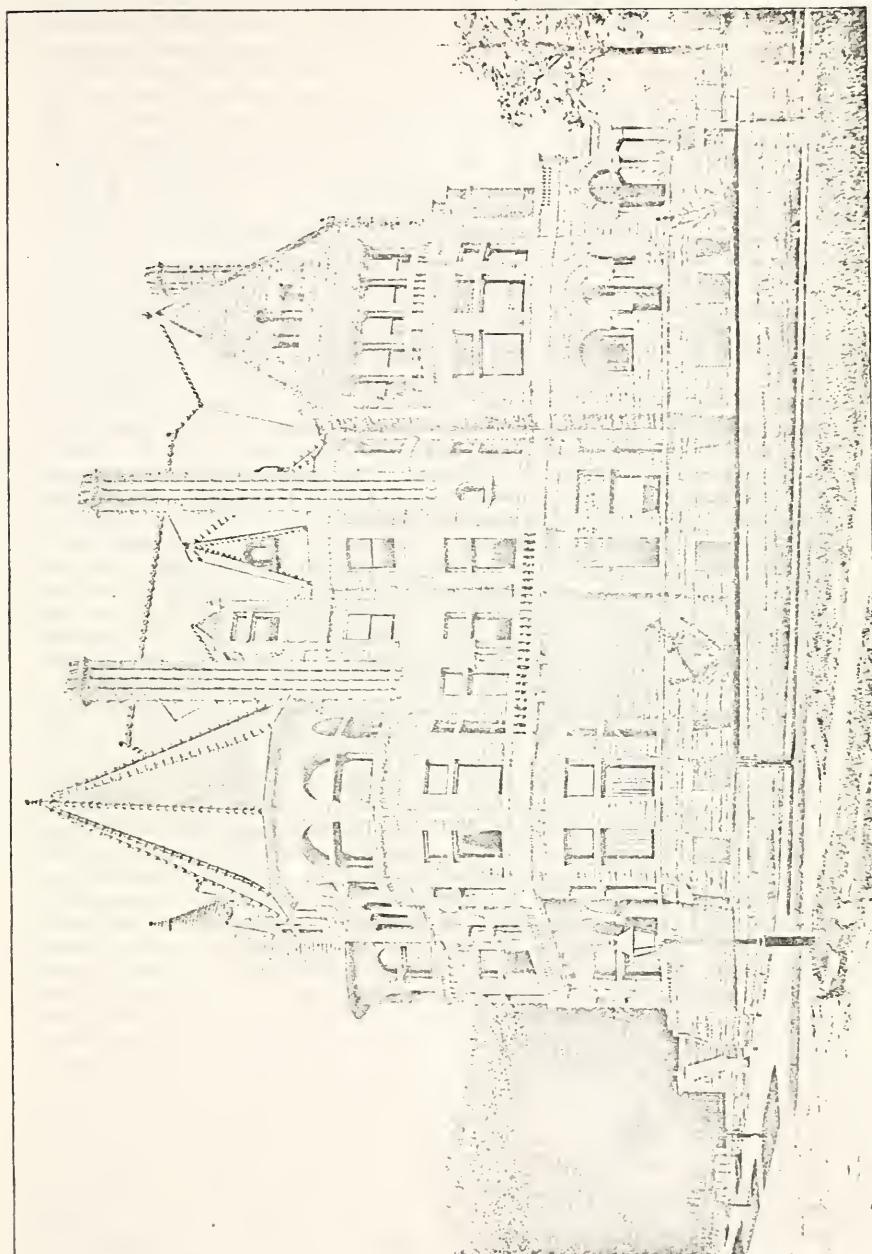
treasurer of the construction company that built it. Discerning the increased values in real estate which were likely to follow the introduction of this improvement, he invested largely in real estate in the eighteenth and twenty-fifth wards, and in other parts of the city. His expectations were realized, although his holdings were transferred by him to other hands before they had reached their highest values. He is a trustee of the Hamilton Trust Company, in which he holds the office of second vice-president. Mr. Pouch became most popularly known in Brooklyn through the benefit he conferred upon the city by purchasing the Graves residence and transforming it into a place suitable for almost any public event. Among the private mansions and the public halls, the Pouch gallery is unique; and it has a certain social function that no other place can serve. Mr. Pouch is a member of the Union League Club and a trustee in several charitable and other institutions in the city.

One of the best-known sons whom New England, from time to time, has sent to Brooklyn, is HENRY CARLTON HULBERT, who was born in Lee, Massachusetts, on December 19, 1831. He is a descendant of Lieutenant Thomas Hulbert, who came from England about 1630 and served as an officer in the Pequot

war; and from William Bassett, to whom the territory now embraced in the town of Bridgewater, Massachusetts, was set off. Two of his more recent ancestors—Amos H. and Sylvanus Dymock—were patriot soldiers at the time of the American revolution. Young Hulbert attended the Lee Academy until he was sixteen years old. In 1848 he entered the store of Mr. Taylor as a general clerk, and in May of the same year accepted a position with the firm of Plunkett & Hulbert, at Pittsfield, Massachusetts; but he very soon found the Massachusetts town too narrow a field for his ambition. In February, 1851, at the age of nineteen years, he came to New York, despite the earnest protestations of his father, who even offered to establish him in business if he would forego his purpose. He was provided with letters of introduction, and he found employment at a salary of \$400 a year, with White & Sheffield, a leading house in the paper trade. He engaged lodgings in a small attic room on Willoughby street, Brooklyn, and a more striking contrast could not well be imagined than the one between his first and his present home in this city. He never had to call upon his parents for assistance, and, as he determined at the outset, he lived within his income. In December of the first year of his services with White & Sheffield, the cashier and book-keeper became ill at a time when it was necessary to get out the annual account of sales, and Mr. Hulbert volunteered his services. Owing to his youth and his inexperience, there was some hesitation about accepting his offer, but it was finally accepted and the work was done to the full satisfaction of the firm. From that time he was pushed on, and when the head salesman and general manager of sales left, he was given the position. In 1854 Mr. Hulbert married Miss Susan R. Cooley, of Lee, Mass., and at that time his salary was only \$1,000 a year and his total cash in hand was less than \$300; but the firm had promised to give him the following year an interest in the profits of the business. This promise was fulfilled on January 1, 1855, and the interest netted him \$2,500 a year. In 1856 he was made a full partner, and the name of the firm then was changed to J. B. Sheffield & Co. This partnership terminated in January, 1858, and Mr. Hulbert declined to renew it, although he was offered a fifty per cent. advance upon his former interest. In March, 1858, he associated himself with his cousin, Milan Hulbert, of Boston, with Otis Daniell as special partner, under the firm-name of H. C. & M. Hulbert, and began to deal in paper-makers' supplies, the sale of paper itself being only a secondary object. In October, 1858, the firm opened a warehouse in New York, at 83 John street; on May 1, 1861, they moved to 13 Beekman street, and in the following year Mr. Daniell sold out his interest. Ten years later, in 1872, Milan Hulbert withdrew and Joseph H. Sutphen and George P. Hulbert were admitted, the name of the firm being changed to H. C. Hulbert & Co. Since that year the business has been carried on under the same name. On January 1, 1891, Charles F. Bassett, a cousin of Mr. Hulbert, was admitted to partnership. Mr. Hulbert is a director of the Celuloid Company, the New York Life Insurance and Trust Company, the United States Life Insurance Company, the South Brooklyn Savings Institution, the New York Mutual Marine Insurance Company,



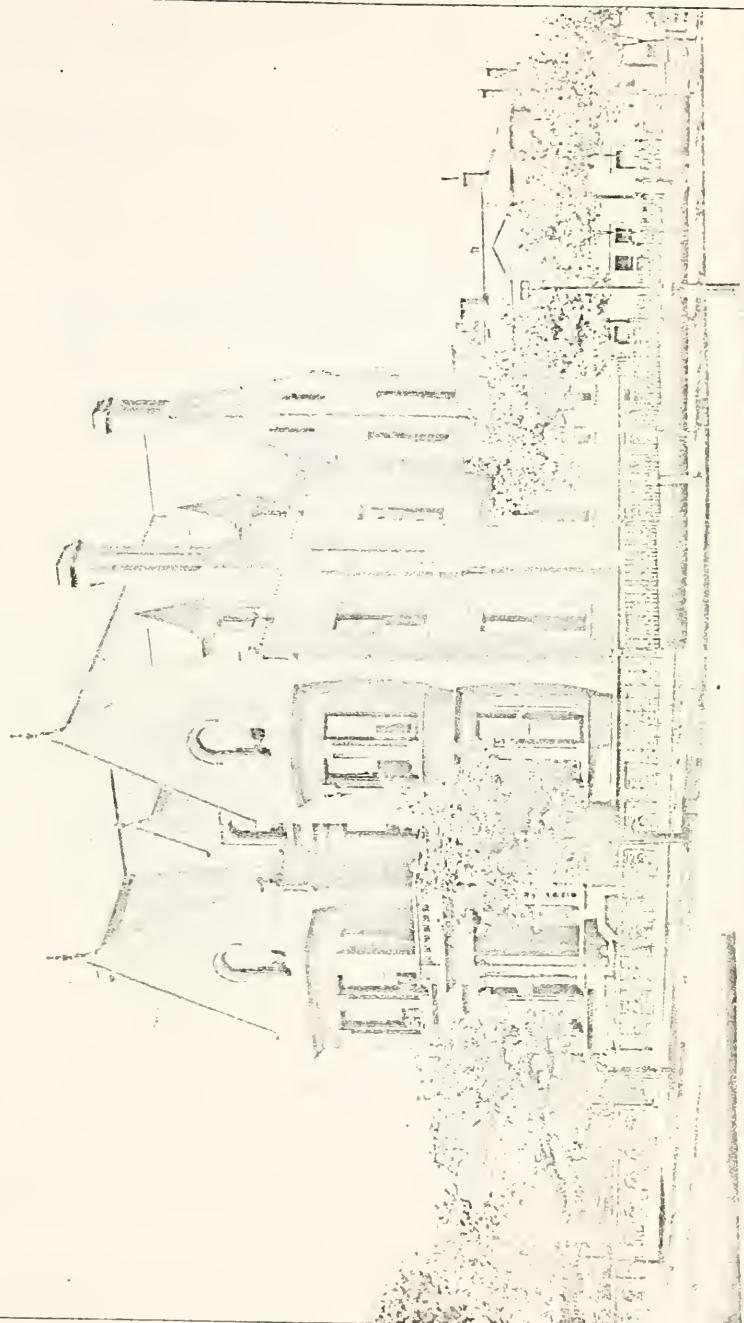
H. C. Hulbert



RESIDENCE OF HENRY C. HULBERT, NINTH AVENUE.

and the Pullman Palace Car Company, of Chicago. He has for over twenty years been one of the directors of the Importers' and Traders' National Bank, of New York. Mrs. Hulbert died in August, 1882; she was greatly interested in the Brooklyn Industrial School and Home for Destitute Children, of which institution she was treasurer for many years. She left two daughters, of whom the eldest, Susan C., is the wife of Joseph H. Sutphen, one of Mr. Hulbert's partners. On October 16, 1884, Mr. Hulbert married again, his second wife being Miss Fannie D. Bigelow, of Brooklyn. Mr. Hulbert's house is the most striking private residence, from an architectural point of view, which has been erected in Brooklyn for some time. It stands on the southwest corner of Ninth avenue and First street, opposite Prospect Park. In style it is a beautiful example of the Romanesque. The architect who designed it is Montrose W. Morris. It is a large double house and the southern portion is occupied by Mr. Hulbert's partner and son-in-law, Joseph H. Sutphen. It is constructed of rock-faced Indiana limestone, of a whitish grey color, elaborately carved and molded. To the right of the front stoop platform is a window which in itself is a perfect work of art. It is of opalescent and clear-cut glass, the design being strikingly novel and beautiful. The entrance hall is panelled and finished in antique oak, artistically carved, and from it, through a handsome screen of wood, supported by Corinthian columns and entablature, entrance is afforded to the reception hall, which is in the centre of the house and "bayed out" on the First street side. The parlor is fitted with sliding doors and finished in St. Jacquot mahogany, specially selected for its handsome figuring, while in the library the finish is in vermillion wood. The dining-room is octagonal in form, finished in light, natural quartered oak, with raftered and bracketed ceiling. On the second floor landing is another stained-glass window, the design of which is illustrative of an incident in connection with Mr. Hulbert's ancestors on his mother's side, who were the hereditary "Royal Champions" of England. Mrs. Hulbert was a descendant from the Bassetts and De Dymokes, the latter of whom have held the office in question for many generations. The home of the Dymokes has for many centuries been Scrivelsby Court, in Lincolnshire, England. The scene depicted on the window by the artist gives an accurate representation of one of the entrances to Scrivelsby Court, called the "Lion Gate," drawn from a photograph which was taken for Mr. Hulbert expressly for this purpose. In the foreground is an accurate representation of the champion, who is supposed to be returning to his home towards the close of coronation day. As the construction of the house progressed, Mr. Hulbert became more and more impressed with the beauty of the view from the northwest front, and in order to enjoy it to the fullest extent, caused a spacious piazza to be constructed on a level with the first story. The house itself is built upon a raised plateau and any edifice which may be erected in the future cannot by any possibility become an obstruction to the view.

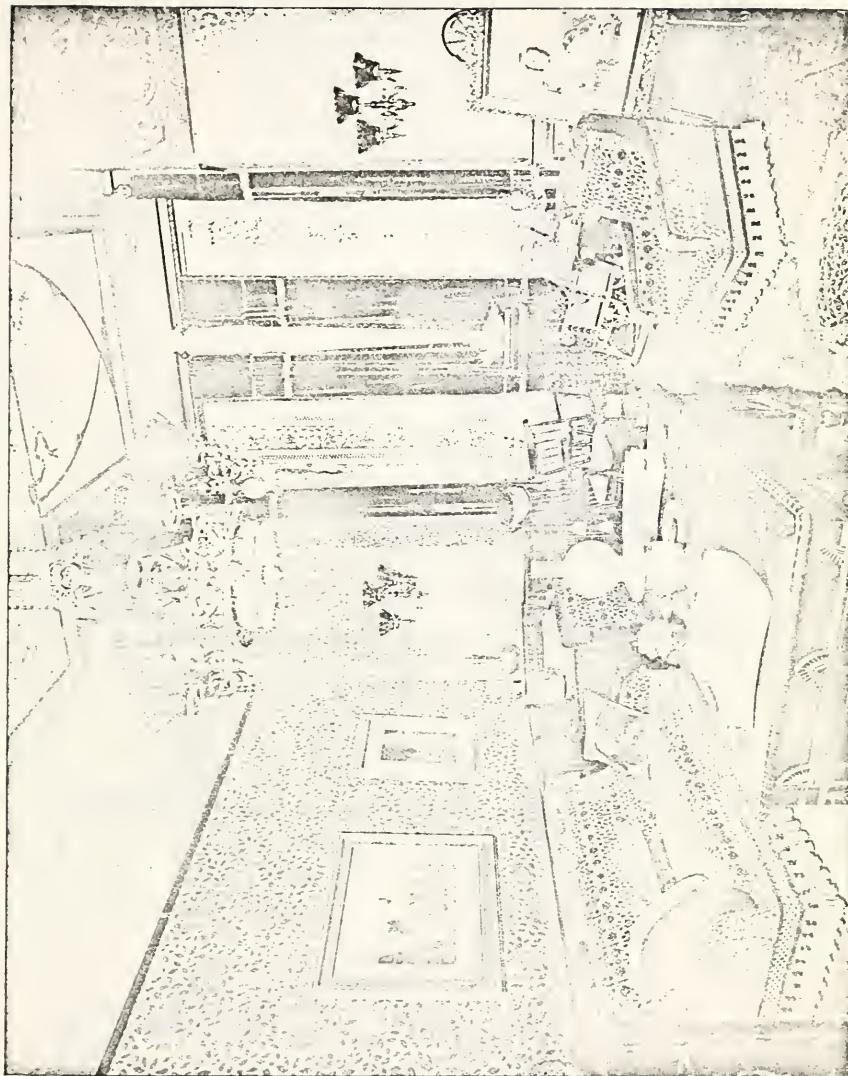
J. ROGERS MAXWELL, president of the Central Railroad of New Jersey, is widely known in financial and railroad circles as a man whose business methods are of the direct and comprehensive character which insures a successful issue from any enterprise in which he engages. His capacity for dealing with large interests has made him prominent in the development of the railroad systems converging toward the metropolis. As a resident of Brooklyn from his childhood, he has won and holds a high rank for personal character and social qualities. He is a member of several of the leading clubs, including the Atlantic Yacht club, the Brooklyn, the Montauk, and the Riding and Driving clubs. Yachting is one of his chief pleasures; he has owned several fine boats, with which for a number of years he has taken part in every regatta of the Atlantic Yacht club, always sailing his own boat, for he is a practical sailor and as thorough in his pursuit of pleasure as he is in his management of business affairs. The yacht which he owns at the present time is the "Shanrock," a handsome and fast-sailing vessel which never fails to give a good account of herself in a race. Mr. Maxwell was one of the incorporators of the Atlantic Yacht club, and has held almost every office within its gift, including that of commodore; he is a member of the present board of managers of the club. His business abilities are due to heredity and a thorough training; his father, John Maxwell, attained prominence in the business world more than half a century ago as a successful banker and broker in New York city, where he established the firm of Maxwell & Co. in 1837. In addition to their banking business, the firm dealt largely in the notes issued by southern and southwestern banks in the days before the civil war, when state banks issued the only paper money in use, and the notes of any one bank fluctuated in value according to the financial strength of the bank, the general condition of business, and the locality where the notes were tendered, notes issued by banks in one state frequently being subject to discount in other states. When the war changed these conditions, the firm began to deal in government securities and gold, in which direction its business met with equal success. John Maxwell was Austin Corbin's broker in New York city when the latter was engaged in the banking business in Davenport, Ia. J. Rogers Maxwell began his business career as an employee in the American Exchange Bank, where he remained until 1865, and then, in connection with his father and Henry Graves, organized the firm of Maxwell & Graves. In 1880-1881, the firm of Maxwell & Graves, then consisting of J. R. Maxwell, Henry Graves and Henry W. Maxwell, co-operated with Austin Corbin in the purchase of the Long Island Railroad and the connecting lines, and J. Rogers Maxwell was elected as vice-president of



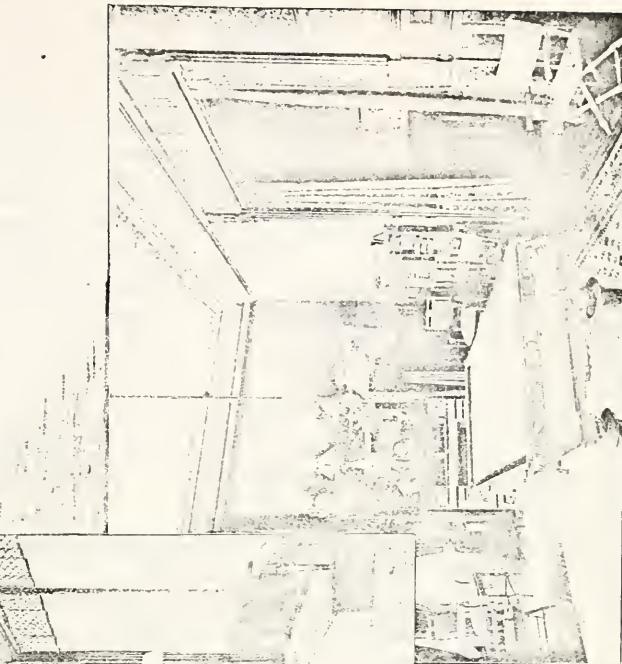
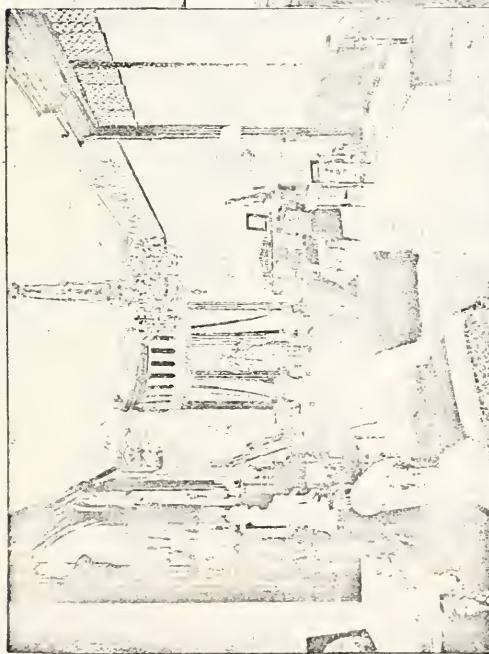
RESIDENCE OF J. ROGERS MAXWELL, EIGHTH AVENUE.



J. ROGERS MAXWELL.

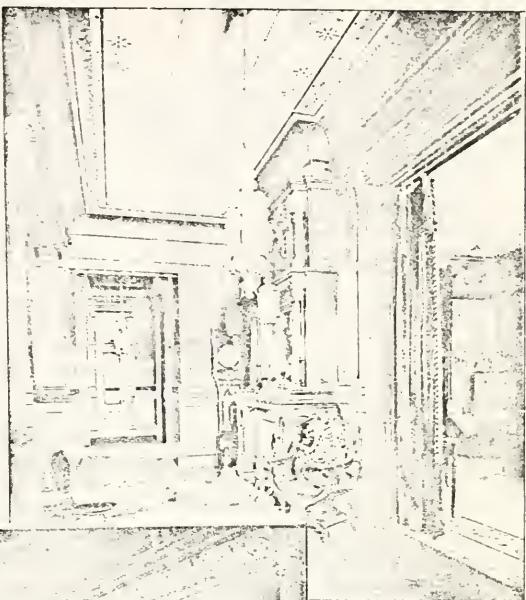


DRAWING-ROOM, RESIDENCE OF J. ROGERS MAXWELL.



PARLOR AND BILLIARD-ROOM, RESIDENCE OF J. ROGERS MAXWELL.

the company organized to operate the road, Mr. Corbin being elected president. Mr. Maxwell rendered efficient service in the work of perfecting the organization and developing the property, and the value of the latter has greatly multiplied since the purchase. Mr. Maxwell's connection with the Central Railroad of New Jersey began in the winter of 1886-87, when that road was bought by a syndicate, of which he was a member, and which he represented in the negotiations; in the transfer of the property he was elected to the presidency of the company. The house in which Mr. Maxwell lives is a noteworthy piece of architecture externally considered, and in point of interior finish is among the finest in Brooklyn. It is of a modified Gothic style, is constructed of Philadelphia brick and brownstone, and is surrounded by handsome grounds which have a frontage of one hundred and forty feet on Eighth avenue, two hundred feet on Union street, and seventy-five by one hundred feet on President street. Mr. Maxwell is a native of New York city and was born in 1846. His parents came to Brooklyn before he was a year old, and he was educated here at the Polytechnic Institute, of which he is



HALLWAY.



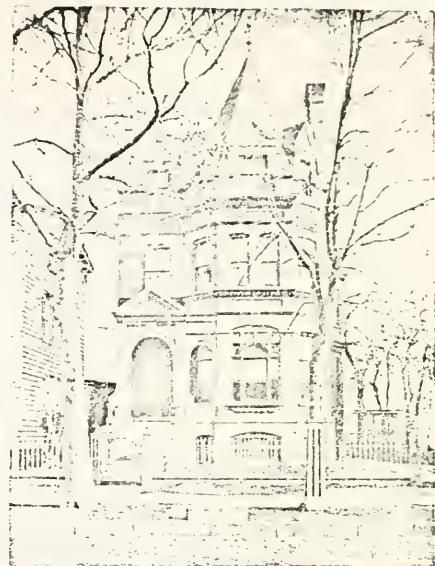
DINING-ROOM—RESIDENCE OF J. ROGERS MAXWELL.

inexpensiveness of telegraphic communication. For many years he has been prominently identified with enterprises and movements that have been fruitful in bringing this immense interest into its present profitable and useful condition. He was born in West Randolph, Vt., on August 20, 1846, and is the youngest son of William Brown Chandler. His first ancestor in America was William Chandler, who settled in Roxbury, Mass., now a part of the city of Boston, in 1637. Among William's descendants are Ziechariah Chandler of Michigan, who was United States senator from that state, and was secretary of the interior under President Grant; William E. Chandler, senator from New Hampshire, who was secretary of the navy under President Hayes; and Commander Benjamin F. Chandler,

now a trustee, and which he attended until he left school to take a place in the world of business, wherein he has grown strong and influential. He is a man of pleasing personal appearance and gracious manners, and one who thoroughly appreciates the wisdom of alternating the cares of business with the relaxation of healthy enjoyment.

To ALBERT BROWN CHANDLER, of Brooklyn, the American public is very largely indebted for the present comparative

an officer in the navy. Albert B. Chandler numbers also among his ancestors in a direct line Mary Winthrop, daughter of John Winthrop, the first governor of Massachusetts. Having studious tastes, Mr. Chandler made effective use of the opportunities afforded him for securing an academic education, and in the intervals between school proved his native industry by working as a compositor in printing offices in his native town and in Montpelier. There was a telegraph office located in a bookstore at West Randolph, in connection with the printing office in which he worked, and this enabled him to acquire the art of telegraphing. For a time he was telegraph messenger and operator. In October, 1858, through the influence of his brother, William Wallace Chandler, who then was general freight agent of the Cleveland & Pittsburg Railway, he was appointed manager of the Western Union telegraph office, at Bellaire, Ohio. In February, 1859, he was promoted to a position in the office of the superintendent of that railway company at Pittsburg, and on May 1, of the same year, he was appointed agent at Manchester, opposite Pittsburg. He occupied this position with much credit until the end of May, 1863, and there became familiar with the various branches of railway service. On the first of June, 1863, he entered the United States military telegraph service as cipher operator in the War Department, at Washington, D. C. In October of the same year, he was disbursing clerk for General Thomas T. Eckert, superintendent of the Department of the



RESIDENCE OF A. B. CHANDLER, CLINTON AVENUE.



POSTAL TELEGRAPH BUILDING.

Potomac. In performance of these duties he many times visited the armies in the field. He also became personally acquainted with many of the principal civil and military officers of the government, and particularly with President Lincoln and Secretary Stanton. Early in August, 1866, before the general consolidation of the several telegraph interests in the United States into one company had become fully organized, he was made chief clerk in the office of the general superintendent of the eastern division, and was also placed in charge of the transatlantic cable traffic, which had then just commenced. In addition to this position, Mr. Chandler was appointed superintendent of the sixth district of the eastern division. He continued in the performance of these duties until January, 1875, when he was made assistant general manager of the Atlantic and Pacific Telegraph Company. In June of the same year he was appointed secretary, and the following year he was made a member of the board of trustees, and subsequently treasurer, and vice-president. In December, 1879, after the resignation of General Eckert, Mr. Chandler was elected president. In the summer of 1881, he acted as treasurer of the Western Union Company during the absence of that officer. In October, 1881, he accepted the presidency of the

Fuller Electrical Company, which was one of the first to undertake the development of the arc system of electric lighting. Early in December, 1884, he was employed as counsel by the Postal Telegraph and Cable Company. In 1885 he was appointed receiver of the property of that company by the Supreme Court of New York, and upon its reorganization, in 1886, he was elected president of the company. In connection with his care of the property of the Postal Telegraph Company, he assumed the general management of the newly organized United Lines Telegraph Company, which subsequently became a part of the Postal. In the meantime, he filled important offices in the Commercial Cable Company, the Pacific Postal Telegraph Company, and of the Commercial Telegram Company. Mainly through his efforts, the control of the plant of the latter company was sold to the New York Stock Exchange, for the purpose of enabling that institution to make simultaneous distribution of its quotations to its members, and Mr. Chandler became vice-president and general manager of the New York Quotation Company, which assumed control of the business in the interest of the Stock Exchange. He is also a member of the board of directors of the Brooklyn District Telegraph Company, of which he was president during the first three years of its existence. In October, 1887, Mr. Chandler was invited to confer with certain of the

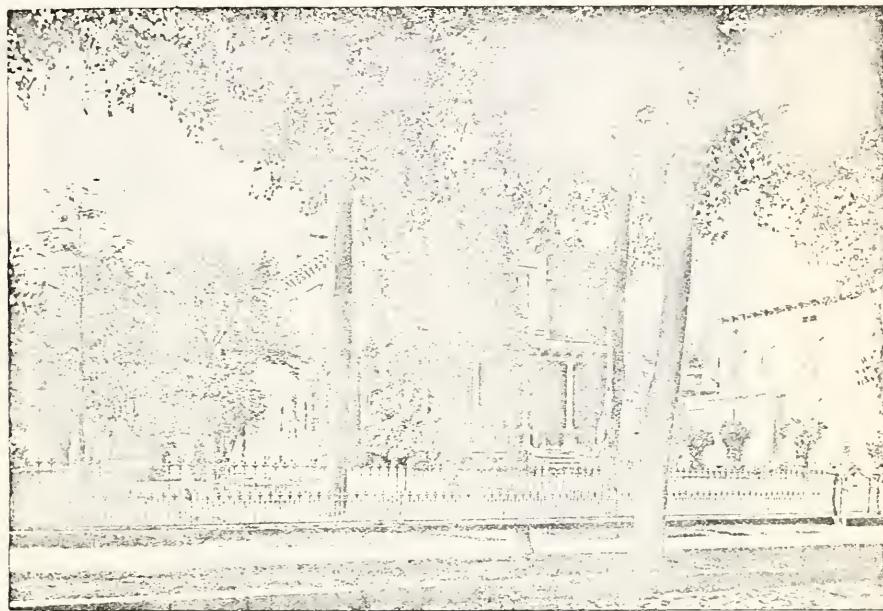


Mr. W. C. Chandler

principal owners and officers of the Western Union Company, the conference resulting in the discontinuance of rate cutting, rebating, and other destructive methods of competition which had previously prevailed whenever any telegraph interest attained considerable extent. The magnificent new building, now in process of construction at the corner of Broadway and Murray street, New York, which, when completed, will be the home of the Postal Telegraph Company and the Mackay-Bennett Cable Company, is entirely the project of Mr. Chandler. The structure will be a notable one among all the big business buildings of the metropolis; it will be thirteen stories above the ground and three below the level. The accompanying illustration, made from the architect's drawing, affords a partial idea of its character and its fine proportions. Mr.

Chandler married Miss Marilla Eunice Stedman, of West Randolph, Vt., on October 11, 1864, and three children have been born of the marriage. Mr. Chandler owns a handsome home on Clinton avenue, and has a commodious country house in his native town, where his family passes the summer. He is a man of extremely pleasant manner, very approachable, and amid his many cares and responsibilities finds time to cultivate the graces of social life. His domestic attachments are strong, and he is a lover of music and literature, cultivating his taste quite freely in both these directions, and wields a ready pen in literary and historical work.

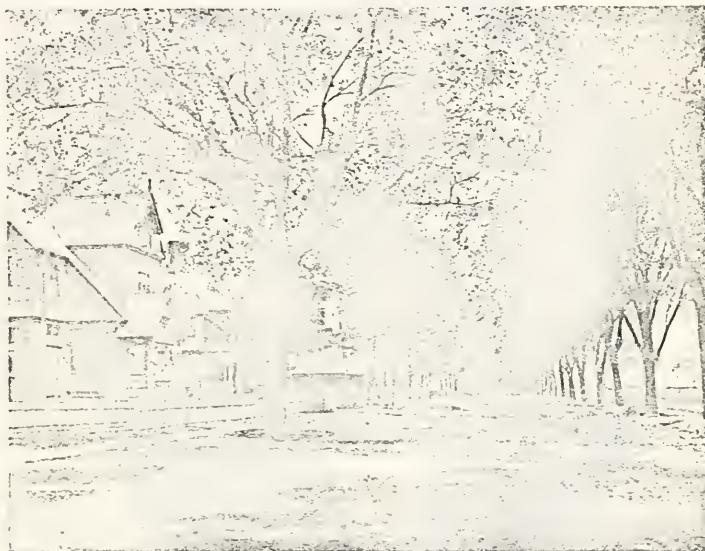
WILLIAM H. LYON is one of those Brooklynites who fully honors his citizenship. He has freed himself from the cares of active business, but finds sufficient occupation in conserving important interests with which he was connected before his retirement from the firm of William H. Lyon & Co., which he established years ago. When Zachariah Chandler, secretary of the interior, was requested by President Grant, in 1876, to select two eminent New York merchants for membership on the board of Indian commissioners, the secretary's choice fell upon Mr. Lyon and William E. Dodge. Mr. Lyon accepted the position and brought to it the practical, decisive methods of the business man and the conscientious



RESIDENCE OF WILLIAM H. LYON, NEW YORK AVENUE.

zeal of one in whose nature there ran a broad, deep stream of human sympathy. At once he was placed on the purchasing committee, and during the greater portion of his membership in the board, which has continued fifteen years and under six national administrations, has been chairman of that committee. Mr. Lyon established the principle that what was not good enough for the white man was not good enough for the red, and honest dealers were found who would faithfully give to the Indians the full value of the money expended by the nation in their behalf. In this work he began in New York city, and extended a thorough reform to other places. He was so interested in the people under the care of the board that he gave several summers to the work of studying them, their customs and their needs, visiting and holding councils with many tribes on their reservations and acquiring a vast fund of information. His study of the Indians made him a strong advocate of industrial education, and especially of that branch of it relating to agriculture and stock raising. Mr. Lyon was born at Holland, Mass., on October 18, 1819, and was a descendant of one of those Puritan families that settled in New England more than two hundred and fifty years ago. When fourteen years old he went to Hartford, Conn., to attend school, afterwards becoming a teacher. In the course of his pedagogical experience he was principal of the Clyde High School, in Wayne County, N. Y. He turned his attention to commerce in 1845, coming to New York in that year and engaging in the wholesale dry goods trade. Two years later he changed his

business and became a dealer in fancy goods and "Yankee notions," and to the selection of fancy goods in the European markets he gave his personal attention, with the result that in most lines they were in advance of anything placed upon the market by his business contemporaries. He was in Belgium during the revolution that overturned the throne of Louis Philippe in 1848; and he was the first American merchant to visit Paris after order had been restored by the provisional government of Lamartine. His business followed the up-town migration of the wholesale trade from Pearl street, where he was first established, to 483 and 485 Broadway, where, from 1870 until his retirement, the firm of William H. Lyon & Co. was one of the familiar features of lower Broadway. He is a member of the New York Chamber of Commerce, first vice-president of the Hamilton Trust Company, of Brooklyn, and a director of the Bedford Bank and Brooklyn Life Insurance Company. In 1878, while he was absent on his benevolent mission among the Indians, he was nominated for Congress, and in a hopelessly Democratic district cut down the usual Democratic majority by one-half. His name was presented to the Republican city convention in 1879 for nomination to the mayoralty, but lost by the narrow majority of one vote. He is identified with the Twenty-fourth Ward Republican Association, of which his son, William H. Lyon, Jr., is the president. His home is a handsome house, at 170 New York avenue, in the Ocean Hill local-

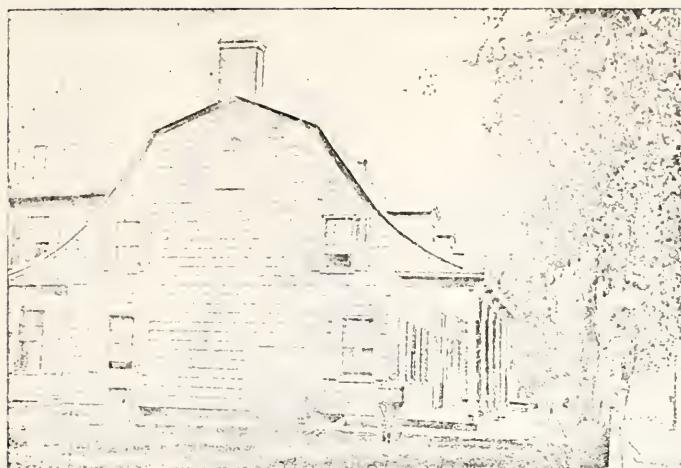


LINCOLN ROAD, FLATBUSH.

ity. Among its unique beauties is a room which, in its furniture and decorations, is a museum, commemorative of visits to famous places in the Orient. The rugs and *portières* are from Constantinople and Bagdad, and among the articles of furniture are specimens from Egypt, Turkey, Damascus, Jerusalem, India, China and Japan. Silk from Mecca forms the draperies of the windows, and in a large bay window there is a divan, with luxurious pillows covered with tapestry from Constantinople. Tables, beautifully inlaid with pearl, tell of visits to Damascus and Cairo; a Koran stand and chair from Cairo speak of the religion of Islam, and disposed about the apartments are several highly polished brass flower jars from India and Cairo, all filled with plants; a large Arabian coffee table of finely engraved brass, with cups from Algiers; Persian tea glasses and a Russian "samovar." Beautiful vases from Pekin and Nagasaki, from Damascus and Bagdad are among the ornaments on the mantel, above which are a Damascus sword and shield, a Persian blunderbuss and a Syrian battle-axe. The side walls are ornamented with daggers from Japan and Nubia, a large *cloisonné* plaque from China and very fine inlaid pearl brackets from Cairo. A Turkish jewelled swinging lamp hangs in an arch of the bay window, and a finely-perforated metal lamp from Damascus hangs in front of the large mirror. The land of Othello is illustrated in a large open fireplace, with Moorish arch frame and massive Moorish andirons. Among the social and other organizations, not already mentioned, of which Mr. Lyon is a member, are the New England Society, of which he was one of the incorporators; the Long Island Historical Society and the Oxford and Union League clubs.



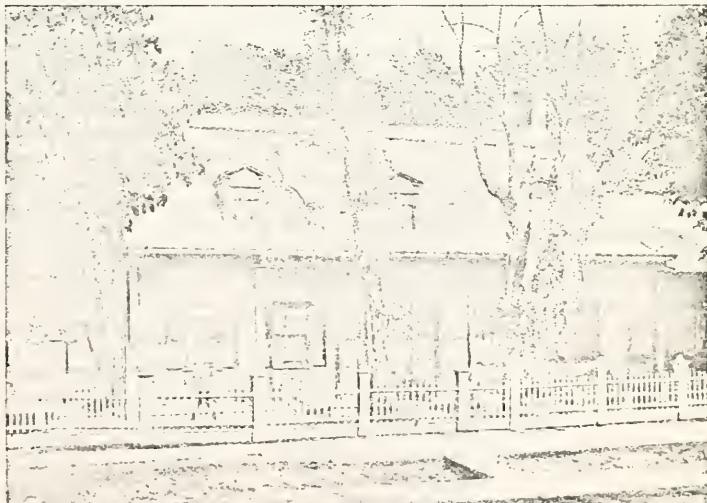
William G. Lyon



THE LEFFERTS HOMESTEAD, FLATBUSH AVENUE.

For many years he was a member of the board of direction of the general synod of the Reformed church, and has been for years a trustee of Erasmus Hall Academy. He is the president of the Flatbush Water Works Company and treasurer of the Flatbush Gas Company. He is one of the oldest directors in the Brooklyn Bank, a trustee of the Long Island Loan and Trust Company, a director in the Long Island Safe Deposit Company, and after the death of Judge John A. Lott, was, for a number of years, the president of that company. He has been a warm advocate of the project of annexing Flatbush to Brooklyn. He is one of the incorporators of the Flatbush Park Association, and a member of the Midwood Club, whose beautiful club-house and attractive grounds are well known to visitors in that section. He was one of the promoters of the Flatbush Water Works Company, and is the president of that corporation. He owns a large tract of land in Flatbush, and is doing much to add to the attractiveness of that suburb by building a number of handsome cottages on Lincoln road and other streets, a number of which he has opened, and also he has abetted the introduction of water and gas. The nearness of Mr. Lefferts' land to the city renders his cottages among the most desirable in the town of Flatbush. To another branch of the Lefferts family than that of John Lefferts, belonged Leffert Lefferts, afterwards known as Judge Lefferts, who was born in 1774 and died in 1847. He was, perhaps, the most celebrated member of this branch of the family, and inherited a large part of his father's estate. He studied law in the office of Judge Egbert Benson, whose daughter he married, and practised law in Pine street, New York. He was county clerk from 1800 to 1816. In 1805 he was commissioner in chancery. In 1823 he succeeded

JOHN LEFFERTS is a son of the late John Lefferts, and a descendant of Leffertse Pieterse and the long and historic line of Lefferts, whose members have been so closely connected with the story of Brooklyn, and especially of Flatbush; they are referred to in an earlier chapter. Mr. Lefferts still occupies the homestead at Flatbush, and, like his ancestors, has always been a staunch upholder of the old church of Flatbush, in which for many years he has been an officer. He is a man of public spirit and has held many offices of trust in the community.



THE LEFFERTS HOMESTEAD. FRONT VIEW.



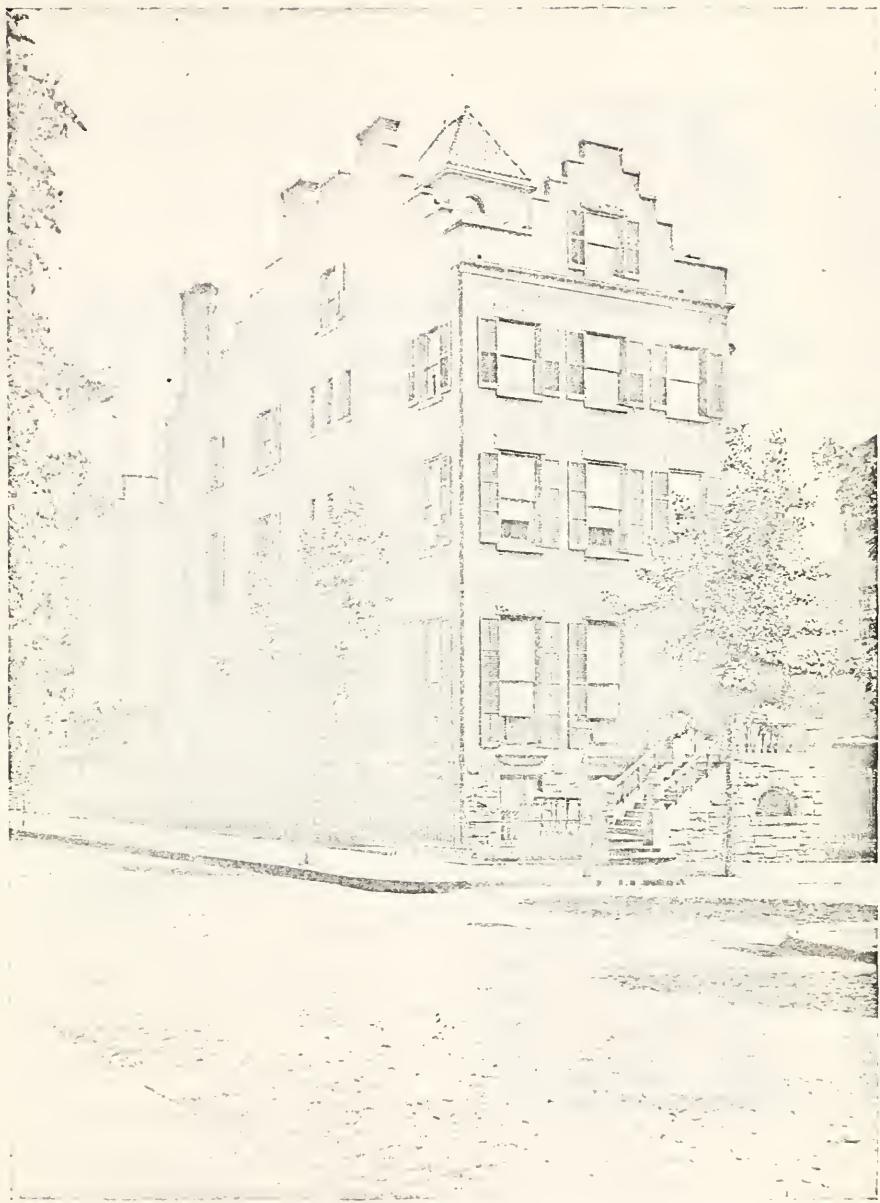
RALPH LADD CUTTER.

engaged in jobbing dry goods to the Southern states, leaving them, in 1857, to go with A. and A. (Amos and Abbott) Lawrence & Company, of Boston, who had established a branch of their great dry goods commission house in New York. In 1874 he was admitted to an interest in the business of the successors of the Lawrences, becoming a full partner in 1878, and remaining so in the present firm of Smith, Hogg & Gardner. He is a member of the New York Chamber of Commerce, the New England Society of New York and the New England Society of Brooklyn; the Merchants' Club, of New York; the Hamilton Club, Brooklyn, and Altair Lodge, F. and A. M.; he was treasurer of the First Presbyterian church on Henry street for ten years, and is still a member of the board of trustees. In 1867 he married Laura M. Eliot, of Guilford, Conn. Six children were born of this union, of whom three survive. He resides at the corner of Clinton and Amity streets, in a house originally built about fifty years ago by Aaron Degraw. The house came into Mr. Cutter's possession two years ago, and has been practically rebuilt under the architectural supervision of Messrs. D'Oench & Simon, of New York. It is of brick, simple in design, and exhibits some of the characteristics of the Dutch style which prevailed in dwellings erected several generations ago by descendants of the early settlers of Manhattan and Long islands. The roof is surmounted by a tower, which forms a convenient retreat in warm weather, and commands a view of the Narrows, Staten Island, New York bay, Prospect park, Greenwood, and other points of interest. This tower is made easily accessible, and of great practical use by an Otis electric elevator running from the basement, which was the first to be used in a private dwelling in this city.

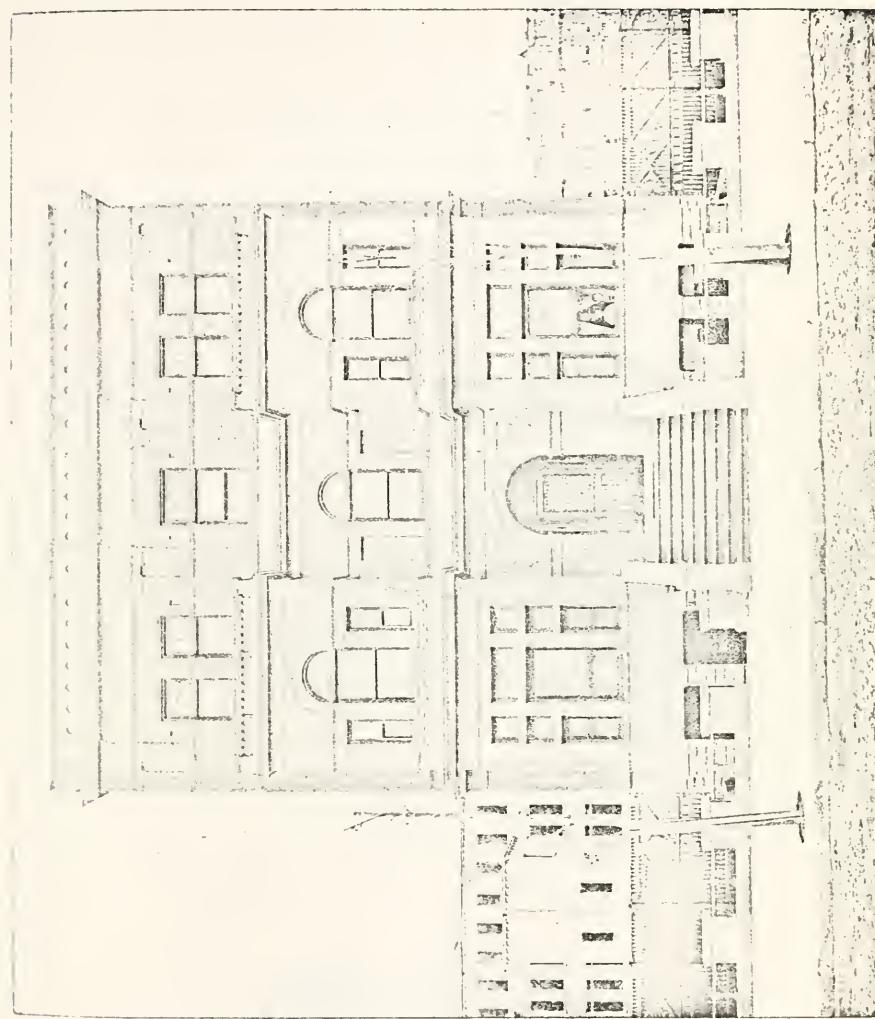
As a successful director of great manufacturing interests, a capable executive officer of charitable societies and a loyal and enthusiastic worker in the Catholic church, JOHN C. KELLEY is highly respected. Through four terms as president of the Loyal Union he has promoted the growth and broadened the influence of that excellent organization; he has served the Emerald Association and the Friendly Sons of St. Patrick in a similar capacity for several years, and he was one of those who labored for the creation of that magnificent order, the Catholic Benevolent Legion. With the far-reaching and effective work accomplished by the last-named society since its institution, he has been conspicuously identified, and for numerous consecutive terms has been elected to the presiding officer's chair of Transfiguration Council No. 6. Woodford, in the county of Galway, Ireland, is Mr. Kelley's native place. He was born on April 17, 1839, and when only six years old was brought to the United States by his parents, who made their home in Rochester, N. Y. He was instructed in the public schools in that city, afterwards in Palmyra, N. Y., and in Franklin, Ohio. When he attained the age of fourteen, his family removed to Cincinnati, Ohio. After the death of his father, which occurred when the son was sixteen years old, he found work in various dry goods stores in Cincinnati and earned the confidence and esteem of his employers. In 1860 he came to New York and entered the manufacturing business with an uncle. Eight months later, on September 9,

William Furman as first judge of Kings County. He was among the leading spirits who secured the charter for the first bank in Brooklyn, the Long Island Bank, of which he was the president from the beginning until, in 1846, shortly before his death, he resigned. Like other members of this family, he received designating names, to differentiate him from the others. In the early days he was known as "Lawyer Leff," which was surrendered as he reached the higher dignity and became familiar to his own and later generations as "Judge Lefferts."

RALPH LADD CUTTER traces his lineage into the sixteenth century. His great-great-grandfather, Ammi Ruhamah Cutter, was a graduate of the Harvard class of 1725, and afterwards entered the ministry. Ralph Cross, of Newburyport, Mass., another great-grandfather of Mr. Cutter, was a descendant of that Captain Cross referred to by Motley in "The United Netherlands," in his description of the battle between the English fleet and the Spanish Armada. Mr. Cutter has lived in Brooklyn since 1853, and resided in the Sixth ward since 1854. He was born in Portsmouth, New Hampshire, and has been connected with the dry goods trade during his entire business career. In 1856, he entered the house of Catlin, Leavitt & Company, of New York, who were



RESIDENCE OF RALPH LADD CUTTER, CLINTON AND AMITY STREETS.



RESIDENCE OF JOHN C. KELLEY, HANCOCK STREET.



John D. Kelly

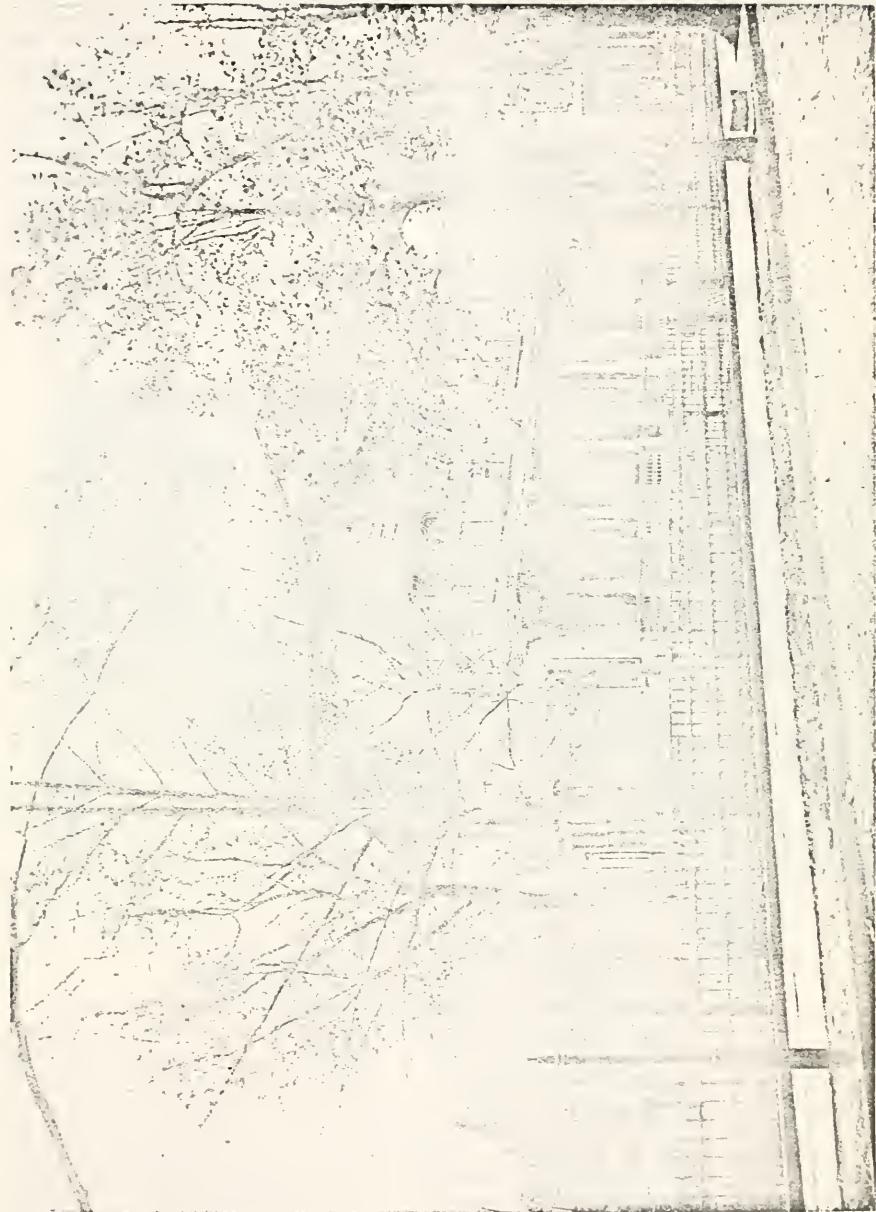
he married the lady who is his present wife. Withdrawing from association with his uncle, on January 5, 1870, he organized the National Meter Company, in which, since its organization, he has continuously held the office of president. At the earnest request of Mayor Low, he accepted some years ago an appointment as member of the Board of Education; his second term was marked by his election to the post of vice-president. He is a director of the Merchants' Alliance Insurance Company, of New York; the Portsmouth & Suffolk Water Company and the Nanesmond Water Company. He is a member of the Oxford Club and the Columbian and Amphion societies. His home, at 247 Hancock street, is one of the magnificent private residences of the city, and is a credit to Mr. Morris, the architect, being as perfect a specimen of the Renaissance style of architecture as can be found anywhere in Brooklyn. It covers a tract of ground 81 by 100 feet, is three stories and a basement in height, and the entire front, including the open carved parapet of the roof, is constructed of brownstone which has a peculiar grain and texture and is of rare quality. It was procured only after three years of careful searching among the products of many quarries; by dealers and experts it is said to be the most perfect specimen of cut stone that can be found in Brooklyn. The grouping of the different salient features of the front of the house, the arrangement of the windows and the harmonious proportions of the whole are such as will strongly impress even the most casual observer. The building stands ten feet above the level of the pavement and a flight of eight steps leads to a broad canopied vestibule, finished in antique English oak. From the vestibule one enters, through massive oak doors of artistic design and exquisite workmanship, a wide hall with high wainscoting and decorations in relief. The finishings are of St. Jacquot mahogany, elegantly polished in its natural colors. The mantels have carved Corinthian columns, supporting an entablature over a bevelled mirror, while the open fireplaces are of inlaid marble mosaic. To the right of the hall is the library, which is finished in natural cherry. In the rear of the library, having a separate entrance from the hallway, is the dining-room; it is finished with antique oak, high panelled wainscoting, and has a handsomely-carved buffet and a cabinet mantel built in. In the front basement is a billiard-room, fitted up in superb style. All the cabinets and mantels were specially designed for this house by Mr. Morris and are in the most perfect taste and harmony, to the minutest details.

JAMES McMAHON, president of the Emigrant Industrial Savings Bank of New York, has been conspicuous before the Brooklyn public in various capacities. He was born in Franklin County, N. Y., in 1831, and in his infancy was taken by his parents to Rochester, where he acquired an elementary education in the public schools. When seventeen years of age he came to New York, and remained for a year in the book trade, with Cooley, Keys & Hill. He then went to New Haven, where he associated himself with an elder brother, who owned a carriage manufactory. His brother leaving the carriage business in 1849, he returned to Rochester, where he reentered the book business as a clerk, and shortly afterwards began in the same trade on his own account. At the age of twenty-five he crossed the continent and again joined his brother, who was engaged in mercantile pursuits in San Francisco. One winter concluded his experience in California, and in the following spring he again returned to Rochester. In 1865, he accepted a position of deputy grain measurer in New York, at the same time making his home in Brooklyn. His new business associations resulted in his establishing, in conjunction with James T. Easton, of Brooklyn, an organization to protect the interests of grain carriers, under the title of the "Protective Grain Association," from which sprang the great transportation business of Easton, McMahon & Co. When the federal government, in the days of the civil war, made a requisition on the tonnage of the Camden & Amboy Railroad Co., which had acquired a monopoly of the growing traffic between New York and Philadelphia, Easton, McMahon & Company immediately established a line of propellers between the two cities, and continued to conduct the business on a successful basis until the Camden & Amboy road was reinstated in its former privileges. In 1877, because of certain changes, Mr. McMahon retired from the firm. But in a comparatively short time the business, which he had formerly directed to success, developed so many evidences of approaching disintegration, that the parties interested in New York, Philadelphia and Baltimore, urged him to resume his interest in its affairs. He ultimately yielded to their solicitations, and, in 1881, reorganized the business, making it a stock company, known as the Easton & McMahon Transportation Company, of which he became president. Within five years, Mr. McMahon again retired from the business and gave himself to the less arduous duties of a financier, also unselfishly devoting time and money to charities that had always claimed from him much attention. The Emigrant Industrial Savings Bank, of which he is president, has its assets placed at \$45,000,000. He is also a director in the People's Trust Company, of Brooklyn. His experience as a public official followed his appointment by Mayor Low to a seat in the board of education. He participated with all his energy in the plans for reform, which attacked few other departments of municipal administration more severely than they did the educational system; sweeping changes were made and permanent improvements were established. He has been, for an extended period, a trustee of the House of the Good Shepherd; he belongs to the Orphan Asylum Society, and to various charitable and philanthropic societies. He was president of the committee

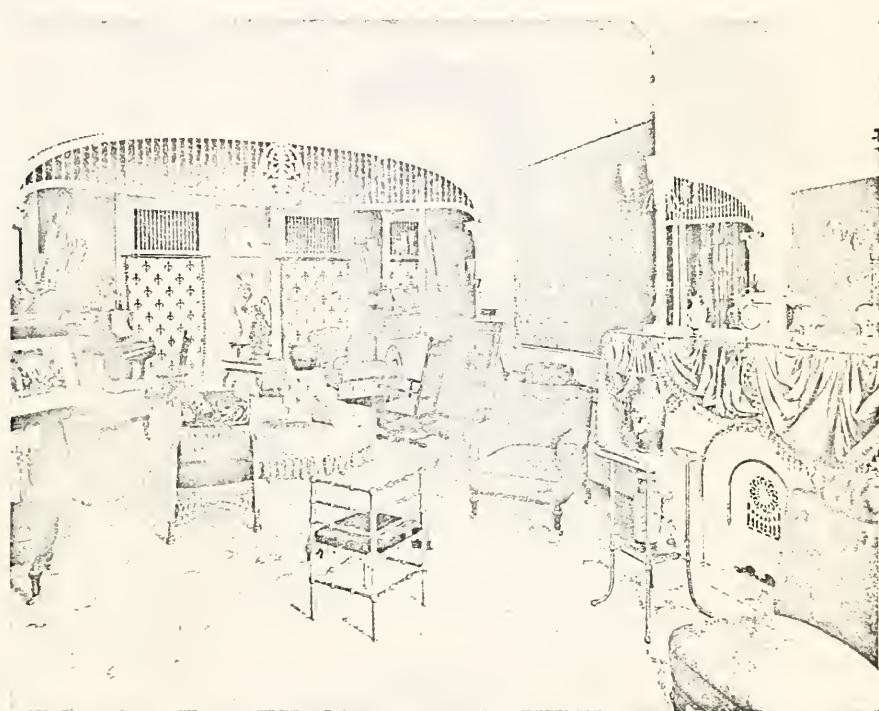


jas m^c mahon

RESIDENCE OF JAMES MCMAHON, McDONOUGH STREET.



which perfected arrangements for the jubilee celebration of the late Bishop Loughlin. The residence of Mr. McMahon, at 87 McDonough street, is situated on the north side of the thoroughfare. The house is surrounded by about half an acre of ground, running through from McDonough street to Macon, and shaded by numerous trees. The front entrance is about thirty feet back from the street. Ascending a flight of five steps, the visitor enters upon a spacious piazza, which extends across the entire front. The main entrance hall is wide and high-studded, and to the left of it is the library, a large, square apartment, elegant in its decorations and appointments. The parlor is situated to the right of the main entrance, and, like every other apartment in the mansion, has been furnished with an eye to comfort rather than to gorgeous display; but distributed about on carved cabinets, or otherwise artistically displayed, are articles of bric-a-brac and vertu which have been gathered from every quarter of the globe. The decorations are in perfect harmony with the furnishings. The dining-room is in the rear of the parlor on the main floor, and is fitted and furnished on the same scale. In the second story are charming boudoirs and suites of chambers and spacious baths. Upon the top floor is the billiard-room, and it is here that Mr. McMahon seeks and obtains his recreation from the care of his great responsibilities; this is quite a large room, finished with high oak wainscoting, and fitted with every necessary appliance for the proper enjoyment of the game.



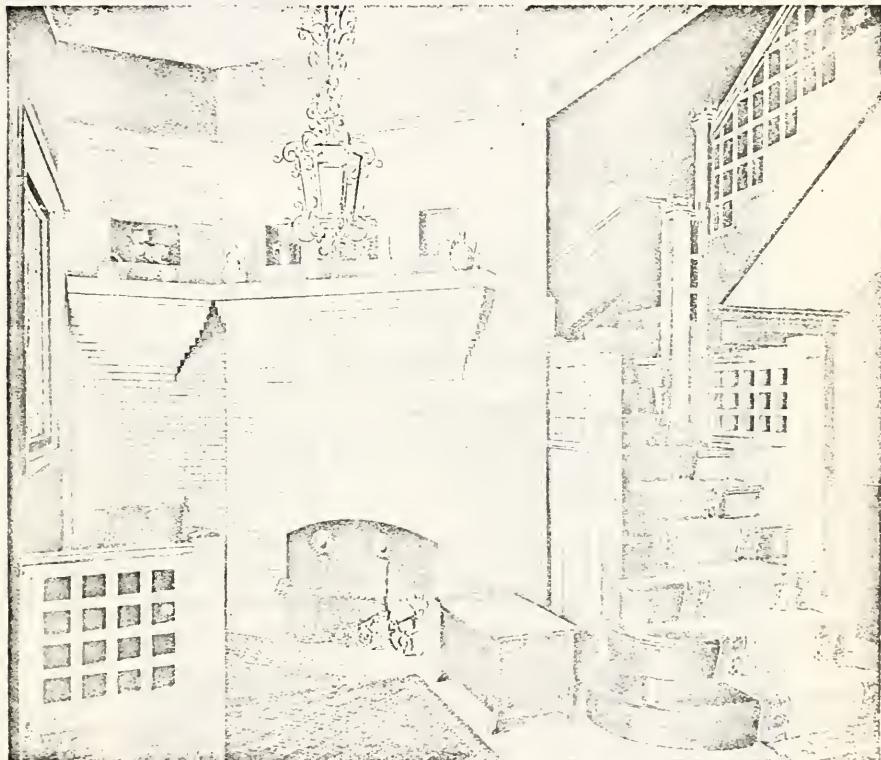
DRAWING-ROOM, RESIDENCE OF HERBERT BOOTH KING, SOUTH OXFORD STREET.

A comparatively young man who has attained a high position in commercial as well as in the world of letters is MR. HERBERT BOOTH KING. Perhaps it may be an added distinction that he is a man of one club—the Montauk. He is a grandson of William Chatfield King, the first public school principal appointed in Brooklyn, and is a kinsman of Miss Mary L. Booth, the author of the "History of New York," and the originator of *Harper's Bazaar*. Mr. King was born in Remsen street, Brooklyn, on January 2, 1858. After having studied under private instructors and at the public schools in New York, he went abroad to continue his education. His first practical knowledge of the publishing business, in which he has since achieved success, was gained in the establishment of Harper & Brothers, with whom he was associated for four years. While with them he was brought into close contact with the late George William Curtis, and a lasting friendship between them was the result. Leaving the Harpers he embarked in the publishing business on his own account, soon associating with him his brother, Frederick L. King. From



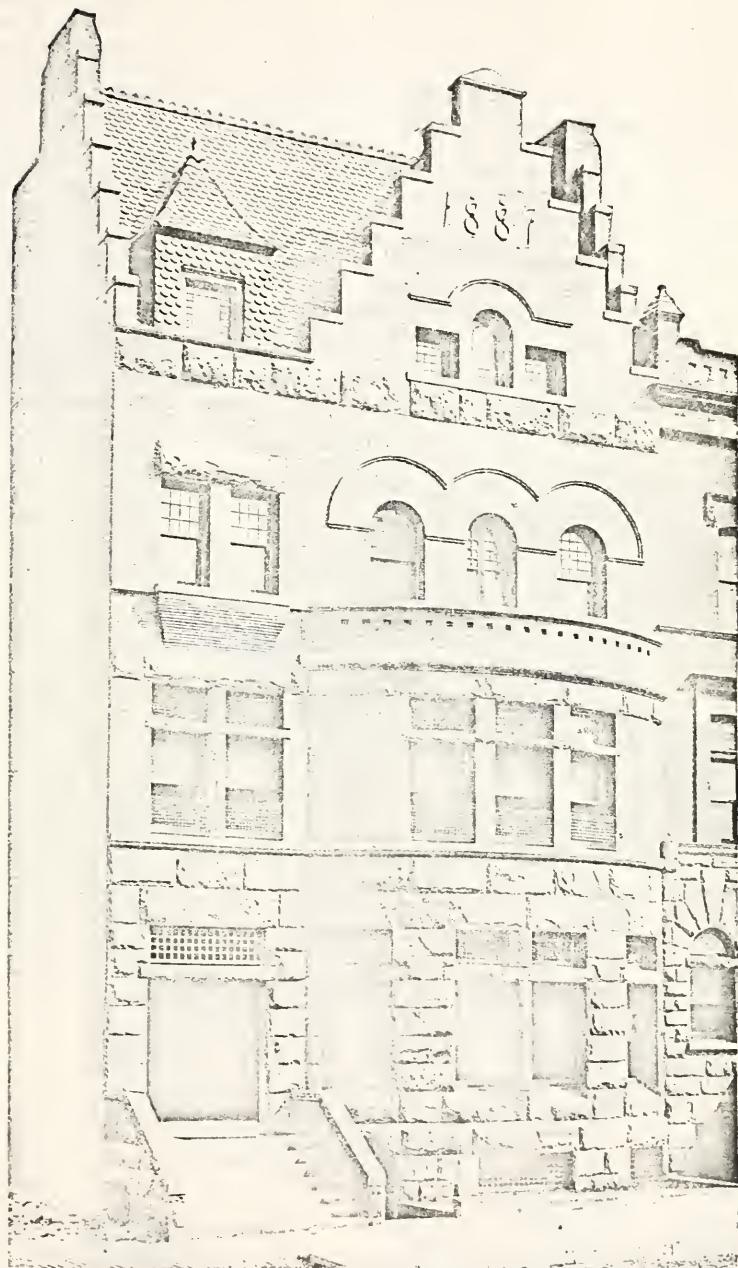
HERBERT BOOTH KING.

publishing they branched out into the advertising business. Mr. King is president of the Herbert Booth King Publishing Company, of New York; he is also a member of the board of directors of the New York Dairy Company. He finds his greatest pleasure in his home. For many years he has been connected with the North Reformed church, of which he is one of the elders. He married, on October 27, 1887, a daughter of Alexander Campbell. He has one son, who is now four years old. His residence, at 45 South Oxford street, has recently been remodeled and decorated in an artistic and handsome manner, adorned with choice paintings and fitted up with a complete system of incandescent electric lights. His favorite room is the library, in which are gathered not far from two thousand carefully-selected volumes. Here, too, is a unique collection of autographs, including not only those of prominent personages of the present day, but of many individuals noted in history. Mr. King is a warm personal friend of Grover Cleveland, who, together with Mayors Boody, Chapin, Low and others, has been frequently entertained at his residence.



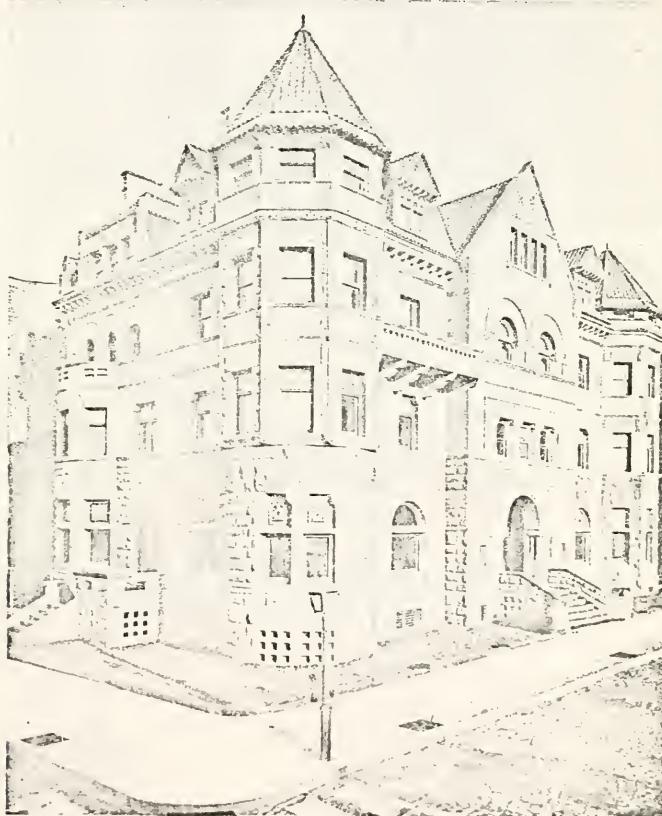
HALLWAY IN RESIDENCE OF HARVEY MURDOCK.

HARVEY MURDOCK is descended from a family which has been known in the annals of New England since the days of the Pilgrim fathers. The first American Murdock settled near Plymouth, Mass., in 1628. The family subsequently removed to Uxbridge, Mass., of which place they were the first settlers, and there the present family is yet a leader. The Murdock family took an active part in opposing the terrible witchcraft frenzy which prevailed in Massachusetts in 1692, and their influence with other liberal colonists did much to save the colony from still more fatal consequences arising from the bigoted zeal of Cotton Mather. Colonel Lewis Murdock took an active part in the war of the Revolution, and was a cousin of General Warren, who was killed at Bunker Hill. The family in every generation has furnished patriots, and at least one representative has been in each of the country's wars. Harvey Murdock's father, Wm. C.



RESIDENCE OF HARVEY MURDOCK, MONTGOMERY PLACE.

Murdock, was among the first to enlist in the 5th N. Y. Volunteers, Duryee's Zouaves. Mr. Murdock's mother is the granddaughter of Samuel Fickett, who in the early part of the present century was the largest ship-builder in New York. This family for several generations were ship-builders at and near Portland, Me., from which place Samuel Fickett moved his ship-yard to New York in 1815, and established himself at the foot of Gouverneur street, where he built in 1818 and 1819 the first steamship to cross the Atlantic ocean, the "Savannah." He built also many other large and notable vessels. Harvey Murdock was born in New Canaan, Connecticut, on January 9, 1858, and was educated at Norwalk, Connecticut, and at the Cleveland High School of Cleveland, Ohio, to which city his parents had moved. After graduation, Mr. Murdock came to New York and found employment in the wholesale dry goods house of James Talcott, and some time later he entered the employ of his uncle, James Howard Blasdell, a dealer in building granite. While in this position he obtained orders for the granite work of the Mills building, the Produce Exchange, and other large contracts. His experience in this line of business led him to enter the business of general contract building for himself in 1884; since that time he has been employed chiefly in the erection of private dwellings, designed especially for the owners. Of these, he has erected between seventy and eighty in this city, and almost as many in New York; the chief field of his activity was that part of the city known as the "park slope." Among the residences of his building are those of Messrs. Hulbert, Dettmer, Adams, Hanan, Chauncey, Remington, Kenyon, C. Robinson Smith, and many others equally prominent. Mr. Murdock married Miss Gabrielle Woodward, of Mount Kisco, New York, a descendant of the old Quaker family of Thorn, who were among the first English settlers of Westchester county; they have two children, a son and a daughter, and live at 11 Montgomery place, in a handsome residence erected by Mr. Murdock. He is a member of the Montauk and Crescent Athletic clubs, and



RESIDENCE OF THOMAS ADAMS, JR., EIGHTH AVENUE.



John Adams Jr

attends the First Reformed Dutch church. He is a Republican in politics, but is extremely liberal in his ideas. He has a student's love for books, and possesses many curious and valuable volumes.

The life of THOMAS ADAMS, JR., has been eventful and interesting. By energy and determination he has achieved marked success in various business enterprises. Several of his undertakings at the outset did not give much promise of profit, but his energy and discretion ultimately placed them upon a sound financial basis. He was born on April 11, 1846, in New York city, and for a brief period attended the public schools there. Through practical experience he knows something of the civil war. His father, who was a photographer by profession, received an appointment with the Army of the Potomac and took his son Thomas with him as an assistant, in which capacity he served for three years. Returning to New York, he was employed in several situations, such as book-keeper and salesman, until he finally became interested with his father in the manufacture of chewing gum, to which he has devoted the greater part of his business life. To Mr. Adams is due the existence of the automatic vending machine. After a great expense of time and a large pecuniary loss, he has brought it to its present state of perfection. He is president of the Williams Automatic Machine Company, which has a capital of \$150,000, and president of the Tutti-frutti Automatic Vending Company which has a capital of \$300,000. He is also president of the Brooklyn Union Elevated Railroad Advertising Company, and for two years he was a director of the Edison Electric Light Company. The business, however, in which he is principally interested is the production of chewing gum. Besides a Brooklyn establishment, the company has a large factory in Canada and branch offices in Chicago, San Francisco, Portland, Seattle, and in England and Sweden. Mr. Adams was an active member of the National Guard of New Jersey. He served seven years and was then honorably discharged. For two years he held the rank of sergeant-major and was elected captain of Company D, 4th Regiment, but declined to serve. He has served in the National Guard of this city, with the rank of captain, upon the staffs of General Barnes, Colonel Austen and Colonel Fackner. In 1891 he was a delegate to the Republican gubernatorial convention at Rochester. He is a member of the Oxford, Union League, Montauk, Riding and Driving, and Parkway Driving clubs, as well as the Kings County Wheelmen. He is an Odd Fellow and a 32nd Mason, and a member of the Royal Arcanum. Mr. Adams is an admirer of dramatic art, and has contributed greatly to its development in this city, by his connection with the Amaranth Dramatic Society, of which he was an enthusiastic member for ten years, serving in every capacity, from lay member to president, being twice elected to that office. Mr. Adams married Miss Emma Mills, daughter of Samuel Mills, the well-known manufacturer of machinery, at Rochester, N. Y., and Jersey City, N. J.

One of the few Kings County homesteads that have resisted the inroads of time and the modern mania for change is now occupied by the only farmer in the city of Brooklyn, PETER WYCKOFF, a descendant

from one of the original settlers in Flatlands, in 1636. Four generations of the Wyckoff family have lived in the homestead at the corner of Flushing and Cypress avenues, and all have been farmers on a greater or lesser scale. Mr. Wyckoff has added to the original farm and now cultivates ten acres of land. Besides this, he has ninety acres leased to gardeners, one of whom has cultivated his plot for forty-one years. This land originally belonged to the Schenck family, forming part of the dowry of a daughter of that family. Nicholas Wyckoff, who served in the American army during the Revolution, bought the property in 1765. Peter Wyckoff, the present head of the house, is a great grandson of Nicholas Wyckoff and was born in the homestead he now occupies, on February 27, 1828. In 1851 he married Miss Catherine M. Rapelyea; they have three children, two daughters and one son. Mr. Wyckoff is a director in the First National



RESIDENCE OF PETER WYCKOFF.

Bank, the Williamsburg Fire Insurance Company, and the Williamsburg Savings Bank; all those institutions were founded by the same coterie of men, of whom Mr. Wyckoff is the only one that holds office in the three corporations. He is a member of the First Reformed church in Williamsburg, which his family have regularly attended since its organization. From 1848 until 1883, the date of his death, his father was vice-president of the St. Nicholas Society of Nassau Island, and Mr. Wyckoff is the present incumbent of that office. He is also a member of the Holland Society, and is a director in the Broadway Railroad Company and the Metropolitan Plate Glass Company of Brooklyn.

PHILO P. HOTCHKISS is a prosperous New York banker whose home is in Brooklyn and who has in the social circles in the city a prominence equal to that which he has attained in the business world. He is one of those men in whose characters are seen the strongly contrasting but not incongruous elements of practical business ability and love for the arts, for he is a musician, a composer, an orator and a *littérateur*, as well as a skilled financier, and can turn with facility from commercial notes to musical notation—from the figures of the ledger to the figures of rhetoric. His work on "Banks and Banking" is an interesting review of financing from 1771 until 1892, wherein historical facts and practical statements are pleasantly diversified by quaint descriptions and comment that is sparkling or sapient as occasion suggests. He has had frequent invitations to deliver lectures on the same topic, and to these he has always responded readily. At Bay Shore, Long Island, where he has a beautiful summer home, he has lectured before the local literary society with marked success, and he has appeared also before the New York Institute of Accounts and other organizations, invariably giving his services free as a contribution to the interest of the general cause represented. The Brooklyn home of Mr. Hotchkiss is

the fine old mansion at 80 Willow street, on the Heights, which was built about the year 1850 by Major Morton, and was rebuilt by Mr. Hotchkiss in 1887. When the mansion was rebuilt Mr. Hotchkiss engaged Midmer & Son, of Brooklyn, to build in the main hall a fine church organ, upon which he exercises his musical talent. Among his musical compositions are a setting of Phoebe Cary's beautiful lines, "One Sweetly Solemn Thought," and a song, "Ah, Dear Bay Shore," the words of which, from his own pen, are artistically wedded to the music. Mr. Hotchkiss was born in Meriden, Connecticut, on June 24, 1838, and was educated in his native state. He is a member of the veteran association of the Hartford City Guards. His wife is a daughter of the late William H. Inlay, of Hartford, Connecticut, who was the promoter of the Atlantic Dock Company, and was for years its president; she is a niece of Elias Hicks, the eminent Quaker preacher.

At the corner of Evergreen avenue and Woodbine street, in an old-fashioned stone farm-house, which contrasts strongly with the many modern dwelling-houses surrounding it, dwells ADRIAN MARTENSE SUYDAM, the living representative of a family that for many years has been identified with Brooklyn and the once independent communities which it has absorbed. Jacob Suydam, his grandfather, who was born on



PETER WYCKOFF.



RESIDENCE OF PHILO P. HOTCHKISS, WILLOW STREET.

February 3, 1740, married Elizabeth Leaycraft and settled upon a farm of three hundred acres in what then was the town of Bushwick. The house, in which his grandson was born and has ever since lived, was then situated in a clearing on the edge of the thick woodlands which existed in the locality at that time, something over two hundred years ago. A picture of it may be found in the chapter on Brooklyn in the Revolution. Jacob Suydam was one of the patriot soldiers during the revolutionary war, and while he was away from home the British took possession of his house and farm and occupied the most desirable half of the homestead for one winter, considerably allowing the absent soldier's family to occupy the other portion. The sword which Mr. Suydam used in the war of independence was presented to the Long Island Historical Society by his grandson, Adrian. Adrian M. Suydam, born on November 26, 1825, was educated at the district schools and at an early age began to follow in the footsteps of his father and grandfather as a tiller of the soil. He was only eighteen years old when a portion of the farm passed into his possession. Upon the death of his father on August 31, 1847, he received his half of the estate, the remainder being divided among the other members of the family. Until 1869 the only house on the Suydam farm was the

old homestead, but Mr. Suydam perceived the possibility that the rapid growth of New York and Brooklyn presented for attracting desirable residents into his neighborhood, and marketed the greater part of his land advantageously; the farm is now intersected by several streets and avenues and is occupied by a large

number of dwelling-houses. He retains a quarter of a city block, which gives him space around his home for the out-door exercise which he loves and for his fruit-trees, graperies and poultry houses. Public affairs have demanded some of his time. He was elected alderman from the eighteenth ward in 1855 and served for one term; and in the fall of 1872 he was elected to the assembly, receiving two consecutive reelections. He is one of the trustees of the Bushwick Savings Bank and a director of the Williamsburgh City Fire Insurance Company and the Kings County Fire Insurance Company.

Each in its turn, both sword and pen, have been used by General STEWART LYNDON WOODFORD, a lawyer, soldier and statesman, whose presence is required to grace almost every civic and social event of special character which occurs in Brooklyn. He was formerly lieutenant-governor of New York, member of congress from the third congressional district, and United States attorney at New York city. He was born in New York city, on September 3, 1835. His father was Josiah Curtis Woodford, of Hartford County, Conn., grandson of Captain Josiah Curtis, of Wethersfield, Conn. Thomas Woodford came from Lincolnshire, England, in 1650, being one of the earliest settlers of Hartford. Stewart L. Woodford's mother, Susan Terry, was born in Southold, Long Island, where her ancestors had lived since 1690. His early education was at the Columbia College grammar school in New York, and before he was fifteen years of



ADRIAN M. SUYDAM.



Stewart Woodford

age he entered the freshman class of Columbia College. In January, 1852, he entered the sophomore class of Yale College, New Haven, returning to Columbia, however, in 1853, and being graduated there in June, 1854. Immediately after graduation, Mr. Woodford began reading law in the office of Brown, Hall & Vanderpool, of New York city, and was admitted to the bar in 1857. In 1860, he attended the national Republican convention, held in Chicago, Ill., which nominated Abraham Lincoln for the presidency. On his return, he entered into the canvass with great zeal, developing splendid oratorical abilities, and working incessantly for the success of the Republican ticket. In April, 1861, he accepted the appointment of assistant United States attorney for the southern district of New York. During the civil war a bureau was created in the office of the United States attorney for the special prosecution of cases and trials arising out of seizures under the blockading regulations. This bureau was placed in charge of Mr. Woodford. In 1862, after the disastrous seven days' fighting and General McClellan's retreat across the Virginia peninsula, Mr. Woodford resigned his civil office and enlisted as a private soldier in Company H, of the 127th Regiment, New York Volunteers. Almost immediately he was elected captain of the company, and before the regiment had left for the front, he became its lieutenant-colonel. About this time he removed his residence to Brooklyn. During the summer of 1864, he acted as judge advocate general of the Department of the South; then as provost marshal general, and then as chief of staff to General Q. A. Gilmore. In the early autumn he was entrusted with the supervision of the exchange of prisoners at Charleston harbor. He had participated in several engagements on the coast, had been promoted to the rank of colonel for gallantry in action, breveted as brigadier-general, and assigned to duty according to his brevet rank, by the special order of President Lincoln. He was the first Union commandant at Charleston after its evacuation, and organized its provisional government. His success as military governor of that city was so marked that he was subsequently transferred to the command of the city of Savannah, Ga. In 1865 he resigned his commission, and was mustered out of the service on August 22. Returning to Brooklyn, he resumed the practice of his profession in New York city. In October of that year, although no longer a resident of the city, he was unanimously nominated by the Republican judiciary convention of New York city as their candidate for judge of the court of common pleas, but declined the honor. In the autumn of 1866 he was elected lieutenant-governor of New York. In 1868 he declined the Republican nomination for congress from the third district. Two years later he was the candidate of his party for governor of the state, but was defeated by Governor John T. Hoffman, the incumbent, who was a candidate for reëlection. In 1872, General Woodford was a delegate to the national Republican convention, held at Philadelphia, Pa., which nominated General Grant for a second term, and was subsequently chosen president of the electoral college of the state, which voted for Grant and Wilson. At the same general election he was elected member of congress from the third congressional district. In 1874 he resigned his seat in congress, to return to his legal practice. In January, 1877, he was appointed United States attorney for the southern district of New York by President Grant, and was reappointed in March, 1881, by President Garfield. He was a member of the national Republican convention in 1876, and again in 1880. At this last convention he placed General Arthur in nomination for the vice-presidency. In 1876 General Woodford had himself been a candidate for this high office, but after receiving some sixty votes, he withdrew in favor of William A. Wheeler, of New York. In 1883 General Woodford resumed his private practice, and has since held no public office. He is a member of the law firm of Arnoux, Ritch & Woodford. General Woodford has never lost his interest in military, literary or educational matters. He has long been a comrade in the Grand Army of the Republic and the Society of the Army of the Potomac. He has been president of the New England Society of New York, and of the Phi Beta Kappa Alumni of New York. He is vice-president of the City Savings Bank, and a director of the Sprague National Bank of Brooklyn, and of the Farragut Fire Insurance Company of New York. He was for long a trustee of the Adelphi Academy, of Brooklyn, and is now a trustee of the Berkeley Institute, and also of Cornell University, at Ithaca, N. Y. He has received the honorary degree of Master of Arts from Columbia, Trinity and Yale Colleges; and that of LL. D. from Trinity College. He was married on October 15, 1857, to Miss Julia E. Capen, daughter of Henry T. Capen, of the firm of H. B. Clafflin & Co., New York, and has three daughters. Among General Woodford's noteworthy addresses were the oration over the remains of General George H. Thomas, at Troy, N. Y.; a commemorative address in honor of William Cullen Bryant, before the faculty and students of Williams College, Mass.; an address on the "Common Needs of the Republic," at the University of Mississippi, at Oxford, Miss., in 1877; and one on the "Labor Problem," before the Phi Beta Kappa Society of Columbia College, N. Y., in 1886. An address delivered at Arlington Cemetery, on Decoration day in 1876, has been many times republished under the caption of "True Friends of the Union." He recently delivered the Washington's birthday oration before the Union League Club of Chicago. He is a member of the University, St. Anthony's and Lawyer's clubs in New York city, and of the Hamilton, Montauk, and Riding and Driving clubs in Brooklyn.

Seldom in the history of any city has there been one man to whom so much was owing for the inspiration and abetting of its great enterprises, its most magnificent and distinguishing features, as is owed by Brooklyn to J. S. T. STRANAHAN, who has been honored by the people with the designation of "First Citizen." Mr. Stranahan is descended from Scotch-Irish ancestry, and possesses the rugged and indomitable characteristics of the Celtic race. His great-grandfather, James, emigrated to this country in 1725, and settled in Rhode Island, but afterwards removed to Connecticut. James' grandson, Samuel, made his home in Peterboro, Madison County, New York, where his son, James S. T. Stranahan, was born on April 25, 1808. He was brought up as a farmer's boy and attended the district school until he was seventeen years old. He taught school for about a year, and then began the study of civil engineering. After a visit to the northwest an opportunity was given him by Gerritt Smith to develop the town of Florence, New York. Under his energetic influence the population of the place increased in a short time from a few hundreds to thousands of persons. In 1837 he was elected to represent his county in the assembly, notwithstanding the fact that he was a Whig, while the district generally went Democratic. In 1840 he removed to Newark, New Jersey, embarking there in several railroad enterprises. After four years in New Jersey, he came to Brooklyn, where he has resided ever since. The city was then just recovering from the setback which had been given to its growth by the panic of 1837. Mr. Stranahan was quick to see the possibilities of the water-front of South Brooklyn, and he set on foot a movement which resulted in the development of the Atlantic Dock Company's system. He also became interested in the Union Ferry Company in 1851, when it absorbed Hamilton Ferry. In 1848 he was elected a member of the board of aldermen on the Whig ticket. At the close of his term, in 1851, he was nominated by his party for mayor, but was defeated by Samuel Smith. In the exciting days of the "Missouri Compromise," in 1854, he was sent to congress, and served his constituents faithfully and honestly. When, in 1857, the metropolitan police district was created, covering New York, Brooklyn and Staten Island, he was appointed one of the commissioners, and served in that capacity for several years. In 1860, and again, in 1864, he was chosen as one of the delegates from Brooklyn to the National Republican conventions which placed Abraham Lincoln in nomination for the presidency for his first and second terms. In the latter year he also had a seat in the electoral college. He was an elector-at-large in 1888, when Benjamin Harrison was elected president. During the civil war he gave his best efforts to the national cause as president of the War Fund Committee of Brooklyn. At the same time, the first Mrs. Stranahan was at the head of the Womans' Relief Association. From its formation in 1860, until 1882, Mr. Stranahan served as president of the commission which laid out and developed Prospect Park. Next, perhaps, to his foresight, his most remarkable quality is his patient waiting for results. His management of the park employees, during the twenty years of his control of the department, was a practical exemplification of civil service reform. Notwithstanding the fact that he was a director of the Union Ferry Company, he took a deep interest in the building of the bridge, and was one of the directors in the original company. For sixteen years, 1869-85, he was a member of the board of trustees, was on the executive committee and, with Henry C. Murphy and William C. Kingsley, practically managed the details. Upon the death of Mr. Kingsley, Mr. Stranahan acted as president of the board of trustees and presided at the ceremonies on the day when the great structure was opened to the public. Since his retirement from active work in connection with the bridge management, his ideas in relation to its affairs have been largely followed by his successors; experience having demonstrated beyond a doubt their wisdom, from both theoretical and practical standpoints. In the summer of 1891, his fellow-citizens brought to completion an unusual tribute to his worth. A fine bronze statue of Mr. Stranahan, paid for by popular subscription, was unveiled at the entrance to Prospect Park on Saturday, June 6, 1891. It was designed by Frederick McMonnies, the talented young pupil of the celebrated sculptor, Augustus St. Gaudens. The statue is more than life-size, and represents the subject standing in an easy pose, with his silk hat in his hand and his overcoat thrown across his arm. At the unveiling, Mr. Stranahan and his wife were both present; and from the crowd that gathered on the stands and open spaces around the Park gateway, few prominent Brooklynites were absent. Mayor Alfred C. Chapin and many of the heads of municipal departments were present. The exercises, presided over by General John B. Woodward, chairman of the statue fund committee, were especially notable for the fine historical address delivered by Rev. Dr. Richard S. Storrs. The veil was removed from the statue by its sculptor, Mr. Stranahan relinquishing into Mr. McMonnies' hand the privilege of giving his creation to the gaze of the public. Mr. Stranahan's first wife was Miss Mariamne Fitch, daughter of Ebenezer R. Fitch, of Westmoreland, Oneida County, New York. He wedded her in 1837. Mrs. Stranahan figured prominently in the social, religious and charitable circles of Brooklyn until her death, which occurred at Manchester, Vermont, in the month of August, 1866. She it was who presided over the Womans' Relief Association already referred to, and there were few enterprises of charitable import, which women aided or controlled, with which her name was not connected. The present Mrs. Stranahan was Miss Clara C. Harrison, a native of Massachusetts. Prior to her marriage, she was well known in Brooklyn as one of the principals of an important



I. S. T. Stranahan



S. Whiting

private seminary for young ladies. Mrs. Stranahan has been, and still is, connected in an executive capacity with such well-known organizations as the Kings County Visiting Committee of the State Charities Aid Society, and the Society for the Aid of Friendless Women and Children. Public movements for charitable purposes usually include Mrs. Stranahan's name in the list of patronesses.

STEPHEN VAN CULLEN WHITE was born in Chatham County, North Carolina, in 1831. He was raised in the west, and for over a quarter of a century has had a very active life in New York city, while for the past decade he has been prominent in the political and social circles of Brooklyn. His father was descended from a Pennsylvania Quaker family; and during the "Nat Turner" uprising, in 1831, defied the sentiment of the community in which he lived by refusing to do police duty to guard against difficulty with the slaves. For this he was compelled to leave the state, six weeks after his son Stephen was born. The family journeyed by wagon over the rough mountains of Tennessee and through the "wilderness of Kentucky," to settle in the virgin prairies of Illinois. In a log cabin, about six miles from the junction of the Illinois and Mississippi rivers, young Stephen became thoroughly acquainted with the work of a frontier farm. He was an inveterate reader and a close student. During his boyhood he attended the Hamilton primary school, in what is now Otterville, Jersey County, Illinois. He entered Knox College in the class of 1854, and during his course partly supported himself by teaching school. He afterwards studied law with Brown and Kasson. In November, 1856, he was admitted to the bar, and the following month he began to practise in Des Moines, Iowa. In 1861 he defended successfully the only treason case ever tried in that state. During the illness of the United States district attorney for Iowa, in 1864, Mr. White filled his place and conducted the civil and criminal cases of the general government. He still occasionally argues a case before the United States Supreme Court. In 1865, Mr. White became one of the broker's firm of Marvin & White, in Wall street, New York. They were successful, but Mr. Marvin withdrew in 1867, leaving Mr. White to continue the business alone, which he did until 1882, when Arthur B. Claflin and F. W. Hopkins became associated with him under the firm name of S. V. White & Company. He has been a member of the New York Stock Exchange for over twenty-seven years, taking part in some of the largest dealings in the street. Success was assured by his cool judgment and fearless operations. He has suffered defeat but once, when, through a combination of circumstances and a determined effort of the great operators of Chicago and New York, his splendid fortune was swept away and he was buried beneath a load of debt. Mr. White's creditors, asked him to continue operations on the floor of the Stock Exchange and to settle the indebtedness in his own time. For many years he had been the chief operator in Delaware, Lackawanna & Western railroad securities, and on his return he at once took up his stand at the Lackawanna post. Just at that time the coal stocks took an upward turn, and within two days Mr. White had paid one hundred cents on the dollar to every creditor whose claim did not exceed \$500. At the end of a month he had paid over \$50,000, and materially reduced his obligations; and before the year 1892 was out he had paid in full, with interest, every cent of an indebtedness which to the ordinary man would have been a crushing load for a lifetime. He entirely justified the confidence of the creditors who preferred to put themselves without reserve in his hands, rather than trust to the ordinary operations of the forms of law and business customs. The unswerving courage, splendid ability and sterling integrity that Mr. White has shown, command the unstinted admiration of creditors and business associates, and place him in the front rank of honorable business men. In 1886, Mr. White was elected on the Republican ticket as member of congress from the third congressional district. He proved an able and efficient representative during his term of office. On his removal to Brooklyn, he became a member of Plymouth church and a close friend of Mr. Beecher. For a long period he has been treasurer of the church, and is now president and treasurer of the board of trustees. He owns the largest private telescope in the country, which is mounted in an observatory in the rear of the house. He is an accomplished classical scholar, as well as a lawyer, banker, astronomer and church officer. He has made a translation of the "Dies Irae" which has been highly commended. Mr. White's name is associated with many of the charities of the city, and Mrs. White is an indefatigable worker in several of the more prominent of them.

DARWIN R. JAMES was born in Williamsburgh, Mass., on May 14, 1834, of parents who were descended from Puritan ancestors and who were early settlers in that state. The family removed to Williamsburgh, L. I., in the autumn of 1847, at which time Darwin James was a scholar at Mt. Pleasant Boarding School, at Amherst, Mass. At the age of sixteen he began his business career as a clerk with a large wholesale dry-goods firm in New York city. In February, 1858, he formed a copartnership with his intimate friend, Mitchell V. Packard, under the firm-name of Packard & James. At the early age of eighteen he began mission work and a system of visiting the houses of the poor, in what was then the outlying part of Brooklyn. During forty years he has continued in this field of work. In order to be nearer to it, he removed, shortly after his marriage, to a place within convenient distance, when his home and the mission Sunday school became centres of religious and benevolent work. For a number of years he has occupied the position of chairman of the Brooklyn Presbytery's committee on church extension. With Ripley Ropes,



DARWIN R. JAMES.

which resulted in acquiring on a short lease the use of the vacant navy-yard land on the east side of Washington avenue, at the Wallabout, for market purposes; which land the city subsequently purchased. He is a man of large and practical views and has a well-cultured mind, enriched by experience from extensive travel in all parts of the world.

Eminent and successful in his profession of a lawyer, and fully alive to his privileges and duties as a citizen, **WILLIAM GILMAN** Low would stand forth in his own individuality as one of the representative men of Brooklyn, even were his family name not so closely associated as it is with the history of the city. On the maternal side, General Bedell, his great-grandfather, and Mott Bedell, his grandfather, were both patriotic men, and were with the Long Island militia when it gathered at Fort Green in 1812 to repel a threatened landing of British forces to attack New York. His paternal ancestors settled more than two hundred and fifty years ago in the sturdy old Massachusetts county of Essex. His great-grandfather was one of those young heroes who served faithfully through the campaign of 1776. Seth Low, the grandfather of William G. Low, was a native of Salem, Mass., and came to Brooklyn as a young married man in 1829. He was one of the incorporators of the city, served in the city council as alderman from the fourth ward, and was actively interested in founding the Brooklyn Institute, the Society for the Improving the Condition of the Poor, and other useful organizations. He was an officer of the Packer Institute and of the institution which preceded it. A younger son of Seth Low was William Henry Low, father of William G. Low, who married Anne Davison Bedell, and their son was born in Cranberry street, on April 9, 1844. Matriculating at Columbia College in 1861, William G. Low was graduated in the class of 1865, and two years later he took his degree at the Columbia College law school. As a lawyer, Mr. Low has been largely engaged in and connected with real estate and insurance cases, and has been remarkably successful in his practice. Within the past two or three years he has had the management of a French spoliation claim, represented by the Pierrepont estate, in which he was finally successful before the court of claims at Washington, securing a judgment for over \$160,000 in the interest of an old firm of which a former Pierrepont was a member—a case originating as far back as the year 1797. He is counsel for the Home Life Insurance Company of New York, and for other important corporations. For many years Mr. Low was actively in sympathy with the Republican party, but in 1888 he withdrew from his ward association, and he is at the present time an Independent. He represented his ward in the Republican general committee for several years, and he was three times selected as a delegate to the Republican state convention. He was largely instrumental in securing the establishment of the state railroad commission. Mr. Low married Lois Robbins Curtis, a daughter of the Honorable Benjamin R. Curtis, a justice of the United States supreme court. He is an Episcopalian, active in church and Sunday-school work, and especially in mission enterprises. He is president of the Brooklyn Hospital, of the Hospital Saturday and Sunday Association, and of the Civil Service

Alfred T. White and others, he had part in the organization of the Brooklyn Bureau of Charities. He is also connected with several benevolent organizations, such as the Association for Improving the Condition of the Poor, and the Brooklyn Industrial School Association; he is a member of the board of foreign missions of the Presbyterian Church, and is associated with many religious, social and mercantile bodies. He is director, trustee, or officer in a number of important companies. Since 1873 he has been secretary of the New York Board of Trade and Transportation. He has always taken an active part in the councils of the Republican party and during four years served in the United States congress, while at the present time he is a member of the United States board of Indian commissioners, having been appointed by President Harrison. Mr. James was elected to congress by notably large majorities. In the forty-ninth congress he distinguished himself by his successful efforts in the committee on coinage, weights and measures, and upon the floor of the house, in defeating the bill for the free coinage of silver, having charge of the opposition to this measure during the debate. He took an active part in furthering the erection of the government's public buildings in Brooklyn, and has the credit of initiating the effort



Wm. G. Law.

Reform Association, and a member of the executive committee of the National Civil Service Reform Association; he is also a member of the Lawyers' Club of New York, the Hamilton Club of Brooklyn, and a director of the Home Life Insurance Company, the Fidelity and Casualty Company, and the Brooklyn Savings Bank, and a trustee of the Packer Institute. He is a tireless and conscientious toiler, in his taste is philosophical, and is especially fond of reading. His appearance is that of a professional man, but his business and social life do not intrude upon each other.

The name of Pierrepont, which has been one of the most prominent and respected in the city of Brooklyn from the time when it was a hamlet, was well known to all the people through Hezekiah B. and Henry E., respectively the grandfather and father of HENRY EVELYN PIERREPONT. The late Henry E. Pierrepont, from the incorporation of the Union Ferry Company down to his death, two years ago, was the leading spirit in its management and guardianship. He was a man of great wealth, and associated with many charitable, financial and educational institutions. His son, the present Henry E. Pierrepont, was born in Brooklyn in 1845, and graduated from Columbia College. Shortly after leaving college, he embarked in the warehouse business with his father in the well-known and extensive Pierrepont Stores on Furman street, of which he soon assumed the sole management, and continued in it for twenty-one years. He occupies such important positions as trustee in the Franklin Trust Company, of which he was one of the incorporators; in the Brooklyn Savings Bank, the Home Life Insurance Company, the City Dispensary, and the Brooklyn Hospital. He is also a warden in Grace Episcopal church. Hezekiah B. Pierrepont originally

owned a mansion which stood on the brow of the hill occupying Montague street, with parks on either side, and was for many years, both before and after the commencement of the present century, one of the leading merchants of Brooklyn.

GENERAL ALFRED C. BARNES, the eldest son of the late Alfred S. Barnes and Harriet E. Burr, daughter of General Timothy Burr of Rochester, N. Y., was born in Philadelphia on October 27, 1842. In 1845 the family removed to New York, and in 1846 to Brooklyn. He entered the employment of A. S. Barnes & Co. in 1857, and working through all the grades, he became a partner in 1865, and head of the firm in 1868. In 1860 he joined the 7th Regiment as a member of Company C. In April, 1861, he went to the front with the regiment, and in 1862 he became a member of Company E, 23d Regiment. In 1864 he was elected first-lieutenant of Company E, and in 1867 he resigned and retired. He was invited in 1876 to return to the regiment as major, and in the railroad riots of 1877 he commanded the detachment which ran a train through a mob of rioters at Corning, and dispersed them at Painted Post. On January 1, 1880, he was appointed brigadier-general, and general inspector of rifle practice of the state, *vice* Wingate. He superintended Creedmoor and all the other ranges and introduced a system of rifle practice now generally followed. As a member of Governor Cornell's

ALFRED C. BARNES.

famous staff, he had as companion officers Generals Fred. Townsend, Lloyd Aspinwall and Horace Russell. He retired in 1883; but again in 1884 he was recalled by a unanimous election to the colonelcy of the 13th Regiment and with the brevet rank of brigadier-general, being the only colonel in service holding that rank. He was president of the Twentieth Ward Republican Association for several terms, was delegate to many important conventions and presided at the great citizens' meeting which nominated Seth Low for mayor. Afterwards, changing his political views and being unwilling to pose in the *role* of an Independent, he is now classed as a Democrat. He is an agreeable writer and speaker. In collaboration with Dr. J. D. Steele he prepared a popular historical school text-book—"Barnes' Brief History of the United States." He has been a director of the Brooklyn Library for many years and was its president for three terms. He was the first secretary of the Adelphi Academy and has been a trustee since its foundation in 1889. He is a trustee of Cornell University and endowed with a reference library the Barnes Hall, erected on the University campus by A. S. Barnes, his father. For some time he was a trustee of the Polytechnic Institute in this city, of which he was one of the first



impls. In 1859 he was appointed a trustee of the New York and Brooklyn Bridge, and for some years has been the trustee longest in continuous service. His best individual work has been in connection with the bridge terminal improvements now being made in accordance with the much discussed "Barnes plan," which includes the new station between Sands and High streets with a spacious plaza in front. Being impressed with the want of banking facilities in the Broadway district bounded by Bond street and Fourteenth street, he organized a successful canvass for capital stock to found the Astor Place Bank, of which he is president. The foundation of the Oxford Club took place in the house of General Barnes on Washington Park in 1880. He is now more actively connected with the Hamilton Club, of which he was until recently a director, and he is president of the Aldine Club on Lafayette place, New York. In church life he has been successively connected with several churches and actively engaged in their work. While attending the Clinton Avenue Church he vigorously opposed the action of the Rev. Dr. Budington and a majority of the congregation in calling a "council" to sit in judgment on Henry Ward Beecher. Among other associations with which General Barnes is or has been connected may be named Lafayette Post 140, G. A. R., of which he is a charter member. He is a member of the Sons of the Revolution and holds membership in other prominent associations. In 1863 he married Josephine, daughter of Henry A. Richardson. They have had three children.

DAVID M. STONE, editor-in-chief of the New York *Journal of Commerce*, and long president of the Associated Press, is now seventy-four years old, and is the oldest editor in continuous service in New York. From the time when he became connected with the *Journal of Commerce* in 1849, he has never had a single vacation, and for more than thirty years he has not been absent from the office one whole day, not even on a legal holiday, and he observes the same regularity in his other engagements. He is distinguished among Brooklynites by his public spirit and philanthropy. He comes of Puritan stock, and was born in Connecticut, on December 23, 1817. Unwilling to be a burden to his father, who was a country physician, he left home a month before he was fourteen years old, and from that time on supported himself. Early in 1849, he entered journalism as editor of the *Dry Goods Reporter*, in New York. After a few months he secured a position on the editorial staff of the *Journal of Commerce*, at a salary of \$1,000. The paper had been published since 1827 without a money market report, but at his suggestion this was thenceforth a special feature of the publication. During the war a change of ownership occurred, and in 1861, Mr. Stone became a partner in the firm of Prime, Stone, Hale & Hallock, which came into control of the paper and conducted it until it was incorporated in 1866, since which time Mr. Stone has been president of the corporation. Mr. Stone became a resident of Brooklyn in 1849. The famous lawn and conservatory at his residence on Franklin avenue, are considered among the finest on Long Island. The grounds are 200 x 300 feet in extent, and are filled with the choicest trees and plants. The conservatories cover 20,000 square feet. The religious side of Mr. Stone's nature has been always conspicuous, and interspersed among the dry reports of mercantile matters in the *Journal of Commerce* are many devout meditations, all sparkling with the poetic fire which marked the first literary productions of his youth. It was doubtless the death of Mrs. Stone, in 1887, that inspired an article from his pen on prayers for the dead, which recently attracted much attention.

Among those who have interested themselves in the question of municipal reform, WILLIAM ZIEGLER will long hold high reputation. As a manufacturer and man of business, as a real estate operator and public-spirited citizen, his name will not easily be forgotten by his fellow Brooklynites. He was born in Beaver County, Pennsylvania, of German parentage, on September 1, 1843. While he was yet a child, his parents made for themselves a new home in Iowa, a few miles from the town of Muscatine. He received the ordinary common school education obtainable near his home, and in 1858 entered the printing office of the *Muscatine Journal*, where he served for two years and mastered the printing trade under John Mahin, the editor and proprietor. After an intermission of nearly a year, spent on his father's farm, he secured employment in a drugstore, where he remained for about two years, and in his spare moments studied telegraphy. In the fall of 1862, he left the west for Poughkeepsie, N. Y., entering Eastman's Business College there, where by persistent work he went through the course and secured his diploma within three months. Early in 1863, he left Poughkeepsie for New York city, and secured a position in a wholesale drug house, where he remained until 1868. During this period, he attended the school of pharmacy attached to the University of the City of New York, taking the full course, Dr. E. R. Squibb of Brooklyn being at the head of the chemistry division there at that time. In 1868, he determined to engage in business for himself, and not having sufficient capital to start a store, started in a small way to supply extracts, drugs, etc., to confectioners and bakers, gradually founding a supply business in which to-day the annual dealings aggregate millions. In 1870, he organized the Royal Chemical Company, and thereafter made a specialty of manufacturing baking powder. His success in this line led to the incorporation of the Royal Baking Powder Company, in 1873. In July, 1890, he purchased the Price Baking Powder Company of Chicago, which now pays a large dividend on an investment of \$2,000,000. In March, 1891, he bought

out the Tartar Chemical Company of New Jersey. It was in the winter of 1890-91, that Mr. Ziegler came before the public in the light of a protestant against alleged municipal extravagance. He wrote to Mayor Chapin, asking that official to refrain from consummating the proposed purchase of the Long Island Water Supply Company's plant and stock, at a price which Mr. Ziegler declared was vastly in excess of its true value, and requested that time should be allowed for consideration and explanation before the money was paid. A second letter which he wrote to the Mayor was not answered by that official, and shortly afterwards Mr. Ziegler assumed the right given to every private citizen by what is known as the "Tilden Act," which permits a taxpayer to take legal measures to restrain public servants from extravagance and wastefulness in the expenditure of the public funds. The result of his efforts came in the form of an injunction from the supreme court restraining the officials from making the purchase. The wide notoriety given to the case by the newspapers all over the country, brought Mr. Ziegler prominently before the people as a candidate for nomination for the mayoralty on the Republican ticket, in November, 1891. He expressed his willingness to accept only in the event of Mayor Chapin being chosen as his opponent, so that the discussion of the famous "water scandal" might be made prime issue in the campaign. After considerable discussion among the political leaders, the idea of Mr. Chapin's candidacy for a third term of office was dismissed, and Mr. Ziegler felt himself relieved from the obligation of accepting an uncongenial responsibility that had in a great measure been forced upon him. Having served his fellow-citizens so materially, Mr. Ziegler retired to his business interests and his private life. His operations in real estate have been extensive. He was one of the moving spirits in the organization and building of the Brooklyn Real Estate Exchange and is interested in other investments and real estate dealings. He is a special partner in the dry goods firm of William B. Hislop & Co., of Syracuse and Auburn. His wife was Mrs. E. M. Gamble, sister of Mrs. W. Jennings Demorest of New York city.

For a number of years BENJAMIN ESTES has been prominent in Brooklyn as one of those men whose constant and consistent efforts have been directed towards securing purity in politics. Although he never has held any public office, or allowed his name to be used as a candidate for the suffrages of the people in any way, he has none the less exerted a positive influence for good government, and many times his name has been a barrier intervening between partisan ambition and questionable methods. He was the first to propose to the Republican General Committee the measure since known as the "Chapin Primary Election Law," incurring for a time the ridicule of his fellow-members. He was a member of the Republican General Committee for several years, and is at present a member of the Young Republican Club and other party organizations. He is also a member of various social and benevolent societies. Since 1871 Mr. Estes has lived in the ninth ward; but he has been a resident of the city since 1865. He was born in Schenectady County, N. Y., in 1827, of Quaker parentage, and he still affiliates with the Friends, although not a regular attendant at their meetings. His education was obtained through his own efforts; he worked on a farm in summer and taught school in the winter, thereby obtaining sufficient money to enable him to attend Hartwick Seminary at Otsego, N. Y., for some time. A few years since he endowed several permanent scholarships for poor boys in that institution as an expression of his recognition of the value of the school. It was only by severe economy that he was able to obtain a legal education, but his carefulness of opportunities has made him one of the foremost lawyers in the state. He began practice in Otsego, N. Y., but in 1865 transferred his practice to New York city, becoming a resident of Brooklyn at the same time. Mr. Estes is not now so actively engaged in the practice of his profession as formerly, but he is in the field yet and takes an active interest in the affairs of the city, and of the party with which he has been connected since 1856.

The town of Delphi, in Onondaga County, New York, was the birthplace of GENERAL HENRY W. SLOCUM; but his name is always identified with the city of Brooklyn from the fact that he has made his home here since the war of the rebellion, during which he made his brilliant military record. He has



BENJAMIN ESTES.



W. Ziegler

taken an active part in the public affairs of the city; he has been twice a member of congress, once a candidate for secretary of the state of New York, and he has been talked of as a candidate for president. The qualities which he exhibited on the battlefield have given him a grasp of political questions, and a prominence in the management of affairs that have caused his fellow-citizens gladly to honor him. Henry Warner Slocum was born on September 24, 1827. In early life he evinced a desire for a military career, and received an appointment from his congressional district to the Military Academy at West Point, in 1848. He was graduated in 1852, with the commission of a second-lieutenant in the 1st Artillery. In 1855 he was made first-lieutenant, but one year later he resigned and entered upon the practice of law in Syracuse. When war was declared, he promptly offered his services, and on May 21, 1861, he was commissioned colonel of the 27th N. Y. Volunteers. He was wounded in the thigh at the first battle of Bull Run. As the summer of 1861 closed, he was promoted from colonel to brigadier-general, and served in the army of the Potomac. He fought courageously in the engagements at Gaines' Mills, Malvern Hill and on other battle-fields. He was made a major-general of volunteers on July 4, 1862, and he took part in the second battle of Bull Run and the struggles at South Mountain and Antietam. In October of the same year he received command of the 12th Army Corps, and did gallant fighting in the battles of Fredericksburg, Chancellorsville and Gettysburg. At the latter contest he commanded the right wing of the Union forces, which turned the tide of the battle. General Slocum had charge of the district of Vicksburg after April, 1864. In August of the same year he took the place of "Fighting Joe" Hooker at the head of the 20th Army Corps, and accompanied General Sherman to Atlanta. He participated in Sherman's famous "march to the sea," and commanded the left wing of the army until the surrender of General Joseph E. Johnston. In September, 1865, he resigned and came to Brooklyn, where he made his home and resumed his law practice. The fall of the same year saw him nominated for secretary of state for New York by the Democratic party, but the ticket was defeated at the polls. In the year 1866 a colonelcy in the regular army was offered him, but he declined it. He was a presidential elector in 1868, and in the same campaign was elected to congress from the third district; he was re-elected in 1870. In 1876 he was appointed president of the department of city works, by Mayor Schroeder. He was one of the stockholders in the Bridge Company at the time when the two cities assumed control of the work in 1875, and he was appointed one of the Brooklyn trustees the same year. He was reappointed several times afterwards. He also interested himself greatly in street railroad matters, and was made president of the Cross-town Railroad Company. In 1882 the Brooklyn delegates to the Democratic state convention worked hard to secure his nomination for governor, but he was defeated by Grover Cleveland. A year later he was elected congressman-at-large from the state, which was his last public service. General Slocum owns a fine house on Clinton avenue, where he resides.



ST. CLAIR MCKELWAY.

Even were he not the chief editor of the *EAGLE*, ST. CLAIR MCKELWAY would still be a prominent citizen of Brooklyn, by reason of his attainments and his personality. As an intellectual force his presence is continuously felt in lines apart from his journalistic work. From youth he has been a student of books and of affairs. A boyhood passed among the surroundings of culture and under the influence of a scholarly father gave him great advantages, which a life of application has broadly developed, and he is steadily looked to in this community to speak for thoughtful men on the topics that interest them. As a speaker in the lighter vein he also ranks high, and no one is in greater demand for those "after dinner" utterances which, from one who understands the art, not only amuse at the time but can be made the medium for thoughts that will outlive the moment and the atmosphere of *persiflage* in which they are spoken. But it is in the presentation of serious subjects that the range of his study and thinking is indicated, and a great variety of ethical topics have been discussed by him in occasional addresses, which have been extensively read and listened to. Among these subjects may be mentioned "The Press and the Pulpit," "The Modern Movement of Religious Thought," "A Plea for Old-fashioned Preaching," "What the World has done for the Church," "The Doctor and the Times," "The

Lawyer and the *Times*, "The Study of Politics in Schools," etc. In recognition of his learning and abilities, Mr. McKelway received, in 1890, the degree of Doctor of Laws from the University of Syracuse, and in 1883 he was chosen to be a Regent of the University of the State of New York for life. He is a member of the Albany Institute and of the American Academy of Science, and is a corresponding member of the British Association of Science. His professional experience—which, together with other facts in his career, has been noted in the chapter devoted to the *EAGLE* newspaper—has given him an exceptionally intimate familiarity with the public affairs of the nation, the state and the city; and this knowledge has resulted in an influence which is exercised in the spirit of the true publicist. His views of men and measures are the expression of conviction based on dispassionate observation, and consistent with a long and ably maintained line of political activity in the field of economic discussion. Clear and incisive, his utterances command respectful attention on the part of opponents as well as sympathizers, and he is an acknowledged exponent of the principles and policy of the re-born Democracy, with which he is in affiliation. Mr. McKelway entered journalism through the gate of the law. He was a student of that profession under Clarence A. Seward and Judge Samuel Blatchford, but he resumed labor on the press at once after his admission to the bar. A somewhat less degree of application to medicine and theology thus gave to him the advantage of exact professional knowledge in three great callings, before he set himself at his life work. This has made his utterances on science and the humanities as frequent and authoritative as those on politics. Travel at home and abroad has put a practical and cosmopolitan stamp on his views of government and of life. The *World* in the hands of Manton Marble, and the *Argus* of Albany and the *EAGLE* of Brooklyn, in his own hands, represent the principal papers on which Mr. McKelway has been. He went from organanship to independence in journalism by natural progress, and is regarded as more independent of politicians in his editorship than most men of the fourth estate in any land. His duties have tested his executive as well as his literary abilities in equal measure, and with equal success. He is so fond of those duties that no suggestion of office from state or national governments have been longer considered by him than their courteous declination required. A contempt for the humbug that coarse and untrained minds have unsuspected fitness for journalistic functions concurs in him with an estimate of his profession as a public trust of the highest sort. Mr. McKelway is a member of the Manhattan Club of New York; the Hamilton Club of Brooklyn; the Phi Beta Kappa Society, Rochester University Chapter; the Cliosophic Society of Princeton College; the Military Order of the Loyal Legion, in succession from his father; and the Press Auxiliary of the Columbian Exposition.



CHARLES C. MARTIN.

The vast responsibility entailed by the numerous mechanical appliances and engineering problems involved in the operation of the Brooklyn Bridge, rests upon the shoulders of CHARLES C. MARTIN, chief engineer and superintendent, who has proved himself an efficient officer of a great public corporation. He is a native of Pennsylvania, and was born in the town of Springfield, Bradford County, on August 30, 1851. His parents were descended from the sturdy Puritan stock of New England. The family settled in Pennsylvania when Bradford County was on the very verge of eastern civilization, and amid the surroundings of frontier farm life the early days of the future famous engineer were passed. He followed a successful course of study at the Rensselaer Polytechnic Insti-

tute at Troy, N. Y., from which he was graduated as a civil engineer in 1856. After his graduation he spent a year in the institute as a teacher. In 1857 he was unanimously elected Director of his *alma mater*, but his interest in the further development of the great Bridge, which then engaged him, induced him to decline the high honor. From Troy he came to Brooklyn, where he secured a position as rodman in the engineering department of the Brooklyn water works. He rose within two years to the position of assistant engineer, and superintended the construction of the three large reservoirs and of about four miles of the big conduit. He perfected his knowledge of iron work and bridge building in the works of the Trenton Locomotive Machine Manufacturing Company, of which he finally became

superintendent. When the civil war began he was engaged in building a railroad bridge across the Savannah river, and was obliged to make a long detour in order to regain his northern home. During the progress of the rebellion he built bridges, superintended the manufacture of guns, ranging in size from the eleven-inch Dahlgren to the Springfield rifle, and supervised the boiler experiments which were instituted by the federal government in the Brooklyn navy-yard. When peace was restored, he was employed by the city to lay the 48-inch main along Atlantic avenue, through which the city is supplied with water from the Ridgewood reservoir. He afterwards became identified, as chief engineer, with the making of Prospect Park; in this capacity he sank the great well, at that time the largest in the world, and perfected the system of driveways and drainage which has added so much to the perfection of the city's chief pleasure-ground. The most important epoch in his professional career began when John A. Roebling called in his aid in sinking the huge caissons upon which were to rest the foundations of the Brooklyn Bridge. From the beginning of work until the span was thrown open to the public, he labored faithfully as first assistant engineer, and when, upon the completion of the structure, Colonel Washington A. Roebling retired from the position of chief engineer, Mr. Martin was appointed chief engineer and superintendent. His record presents an example of faith unbroken and duty satisfactorily performed. To his suggestions are due nearly all the increasing facilities afforded year by year for the successful management of this means of inter-urban traffic, and to the same source the Brooklyn of the future will credit much of the magnificence designed to adorn the proposed new termini of the Bridge.

The characteristics which made the career of JOHN T. MARTIN preëminently successful from a material standpoint are those which have assured the prosperity of many of his contemporaries. The characteristics which have marked his private life, which have commended him to those who have known him either personally or by reputation, are less common and therefore all the worthier of commendation. He amassed wealth by the exercise of an indomitable will, a tireless energy, and exceptional business tact. He has dispensed that wealth with a generous hand in aid of all charitable projects and he has unostentatiously given financial assistance to many of our more important public institutions. He has reared for himself a lasting monument, which carries its inscription in the kindly tributes of those who have experienced his benefactions or recognized how valuable such an example as his may be in a large community, where selfish ideas too often dominate. His personal tastes are those which refine and ennoble life. He has not lived solely for the purpose of acquiring money and spending it again, and he has set domestic ties above those social attractions which in our time too frequently allure men from their own firesides. John Thomas Martin was born in Baltimore, Md., on October 2, 1816. He was the son of John Martin, the descendant of an old Maryland family. St. Mary's School in his native city gave him his education and while yet in his boyhood he entered the employ of Birckett & Pearce, one of the most prosperous mercantile establishments in Baltimore. At the age of seventeen he went to St. Louis and engaged in the clothing business. What measure of success he attained may be inferred from the fact that he retired fifteen years later and came to Brooklyn with a fortune at his command. Soon afterwards he purchased the house at 28 Pierrepont street, which he has ever since made his home. During war time Mr. Martin interested himself in army contracting and so added largely to his wealth. He has invested also to a great extent in railroads, banks and trust companies. He is a director in the Brooklyn Trust Company, the Long Island Loan and Trust Company, the Nassau National Bank, and the Home Life Insurance Company. Elsewhere in this book the results of Mr. Martin's artistic predilections have been detailed. Scarcely less marked has been his attention to methods and means of public culture and education. He was one of the founders and first treasurer of the Polytechnic Institute and is still associated with its management. He is a member of the Long Island Historical Society and a director of the Mercantile Library.

For just half a century JAMES H. FROTHINGHAM has been a resident of Brooklyn, having come here in childhood and grown up to fill a large place in the community of which his father, the late Isaac H. Frothingham, was long an honored member. He was born in Salem, Mass., on June 2, 1833, and is a representative of one of those families who formed the early colony of Massachusetts Bay. He is descended from William Frothingham, who settled in Charlestown, Mass., in 1630, arriving in the fleet which brought Governor John Winthrop to America. The name of Frothingham has always been honorably known in that town, and through many generations members of the family have attained high standing both there and in the various communities to which they have removed. He received his early education at the old Phillips school in Salem, and was one of the original pupils of that somewhat famous school. For some years before coming to Brooklyn his parents lived in Boston, and there he attended the public schools. In Brooklyn he was for many years a pupil at Walter Chisholm's grammar school, and later entered the Rensselaer Polytechnic Institute, Troy, N. Y. At the latter institution he was graduated as civil engineer in the class of 1849. Mr. Frothingham never, however, adopted engineering as a profession. His first business experiences were obtained in various clerical capacities, and before engaging in business on his own account he made an extended tour in Europe. After his return in 1855, he became a member of the



John. Jayanty

firm of Howland & Frothingham, of New York, and was for many years engaged in an extensive shipping business. After the civil war the firm was obliged to go out of business, and was dissolved. Mr. Frothingham for a number of years held the presidency of the World Life Insurance Company. In 1857 he was one of the organizers of the American Fire Insurance Company of New York, and still remains one of its directors. He has been a member of the Marine Society and of the New York Chamber of Commerce for more than thirty-five years. During the war he gave conspicuous evidence of his public spirit, and lost no opportunity for upholding the Union cause. He was one of the foremost organizers of the 23d Regiment, and was one of its original staff officers. In the subdivision of the work of the War Fund Committee, of which he was a very active member, the interests of the United States Sanitary Commission engaged Mr. Frothingham's unremitting attention. At the time of the sanitary fair in the Academy of Music in 1864, he was treasurer of the fair committee. He was with Simeon B. Chittenden on the committee which established the *Brooklyn Union* newspaper. Like his father, he has always been averse to the limitations to freedom of action and continuity of effort incident to the public service, and has never held public office save as a member of the board of education during a period of six years. He assisted during that period in greatly improving the courses of instruction in the public schools and in establishing the graded system of studies, which marked at the time a great advance upon previous methods. In all the undertakings of the Brooklyn Library, his assistance has been one of the elements relied upon, and in the growth of

library his earnest interest and incitement have constantly been felt. At various times, and for many years consecutively, he has been president of the corporation, and he is at the present time the treasurer of its board of trustees. He was one of the organizers of the Children's Aid Society, and for a long time a director; he is a trustee of the Brooklyn Hospital, and was one of the organizers of the Second Unitarian Church of this city. Mr. Frothingham was one of the men who, in the face of many discouragements, gave to the city the Kings County Elevated Railway. He has been treasurer of the company since a short time after its incorporation, later becoming a director, and has been closely identified with the road in the various stages of its progress towards success.

In the town of Owego, in Tioga County, N. Y., which has the reputation of having been the birthplace of more eminent lawyers, statesmen and clerics, than any other of its population in the country, WILLIAM B. LEONARD was born in 1820. He received his early education at the Owego Free Academy. His father, Stephen B. Leonard, was a prominent man in Tioga County, and represented his district in congress for three successive terms, riding to Washington on horseback. He was also the editor of the *Owego Gazette*, the first newspaper published in Tioga County, and one which is in existence yet. At sixteen years

WILLIAM B. LEONARD.



of age young Leonard left school and went to Trumansburg, N. Y., where he was apprenticed to his uncle, a dry goods merchant. There he remained four years, and at the end of that time came to New York city and was employed in a wholesale dry goods jobbing house on Broadway. Five years later he became a member of the dry goods commission house of Von Valkenburgh & Co., wholesale grocers. Then he entered Wall street, being a member of the firm of Leonard, Sheldon & Co., three or four years, after which the firm of Leonard & Howell was organized, the name being subsequently changed to that of Decker, Howell & Co., with Mr. Leonard as a silent partner. After spending a year in Europe, he returned to Brooklyn and founded the Kings County Bank, of which institution he was made president, remaining in that position until 1890. He has also been connected with many other commercial and financial institutions as director and trustee, among them being the Yuba Water Power Company, the Vosburgh Manufacturing Company, Hanover Fire Insurance-Company, Indemnity Surety Company and Bank of North America. In his connection with the Church of the Holy Trinity he has been prominent. He has been vestryman ever since the church was rescued from comparative obscurity by the Rev. Dr. Lewis, and for ten years he has been

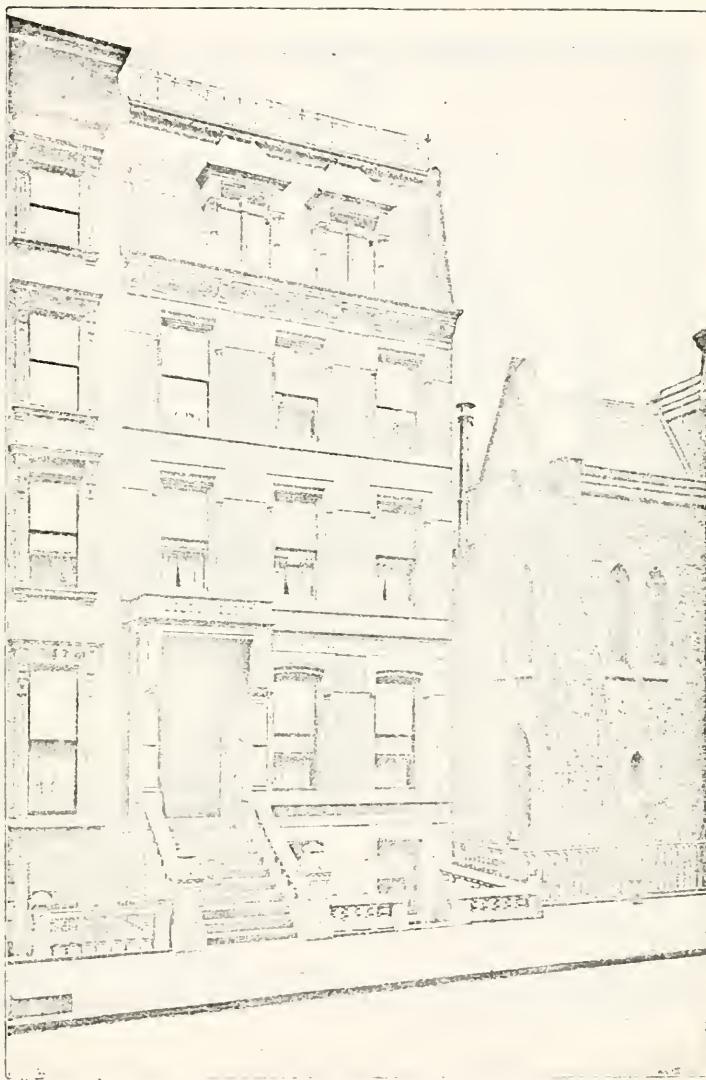
the senior warden. He was once offered the nomination for the city mayoralty, but declined. He is a trustee of the Brooklyn Homeopathic Hospital and vice-president of the Society for the Prevention of Cruelty to Children. His eldest son is Bishop Wm. A. Leonard, of Ohio, who has attained a high reputation in the Protestant Episcopal church, although he is the youngest in the college of bishops. Lewis H. Leonard, his second son, is connected with his father-in-law in the management of the Empire Stores, and Mrs. Louise B. Van Nostrand, his only daughter, is well known by reason of the foremost part which she takes in matters connected with many charitable institutions of the city.

EDWARD H. LITCHFIELD occupies a position among leaders of Brooklyn society, for which he is as well qualified by character and attainments as by the possession of wealth and the fact of honorable ancestry in both the paternal and maternal lines. He is a son of the late Edwin C. Litchfield, and his mother was a member of the Hubbard family, which, tracing its lineage back to the early settlement of New England, originated on the other side of the Atlantic in sterling English stock. The American Litchfields are of New England and have a family history extending back to colonial times and beyond the ocean to Old England. Both families became prominent in the state of New York. Edward H. Litchfield

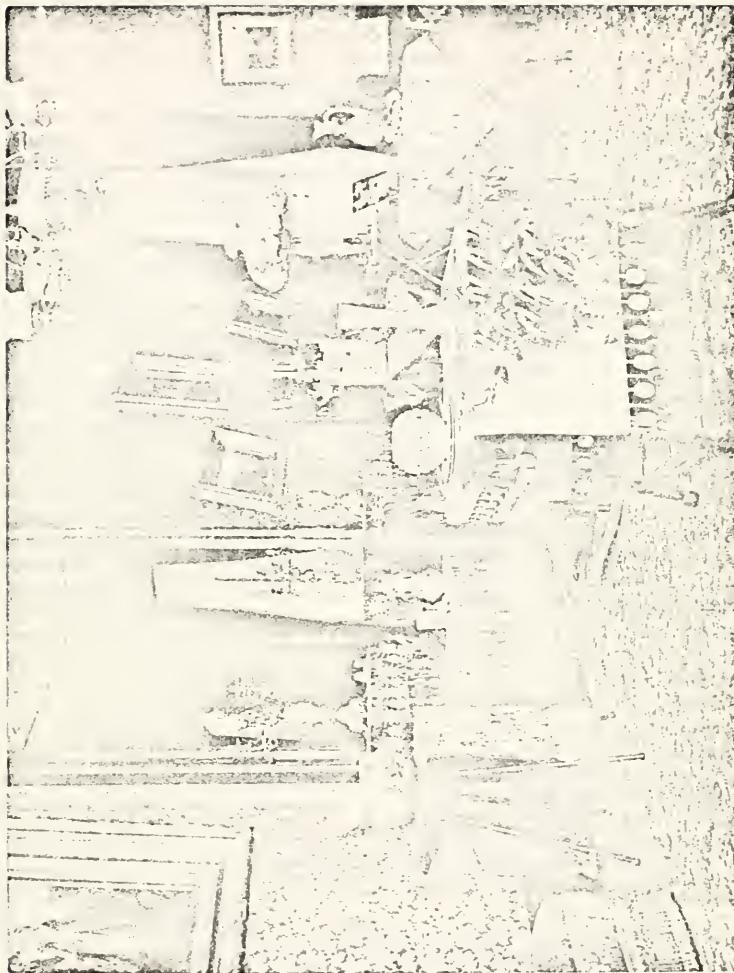


EDWARD H. LITCHFIELD.

was born in the old Hubbard homestead, in Utica, in 1845, and was only seven years old when his father, who had resided some time in New York city, became a resident of Brooklyn. His early studies were made at Clark and Brownell's school in Brooklyn, and at the Rectory school in Hamden, Conn., and during several years he travelled in Europe until 1863, when he became a student in the University of the City of New York. In 1867 he was graduated as Bachelor of Science. While in college he was a member of its literary and local societies, including the Zeta Psi. His interest in education has been retained and he is now a member of the council of the New York University. Educated and qualified for the legal profession, he engages in practice only when any litigation connected with the interests of his large estate demands it. He resides on Montague Terrace. From his father he inherited a taste for art and his home contains one of the finest collections of sculpture in the city, besides many paintings of the modern



RESIDENCE OF WILLIAM HESTER, KELSEN STREET.



RESIDENCE OF COL. WILLIAM HESTER - DRAWING-ROOM

schools. He is a member of the Hamilton, Brooklyn, Crescent Athletic, Montauk, Rembrandt, Riding and Driving, New York Yacht, Down Town and Robins Island clubs, and the Metropolitan Club of New York. In 1871 he married Miss Madeleine Sands, grand-niece of Admiral Joshua Sands, U. S. N. His chief pleasure, standing far above all social distinction or city pleasures, is found in the forest, or on the prairie, hunting large game. This has resulted in the possession of probably one of the finest collections of trophies possessed by any individual in the country, consisting of Rocky Mountain goats, almost the rarest animals on the continent; grizzly bear, antelope, elk and many others. In the presidential election of 1892, he was one of the Democratic electors. This is the fifth time this honor has been in his family since 1812, and always on the Democratic side. He was recently appointed by Governor Flower a member of the state board of charities.

ALEXANDER ECTOR ORR, now and for many years a prominent factor in Brooklyn's financial and commercial circles, is descended from the famous Clan McGregor. He was born in 1831, in the town of Strabane, County Tyrone, Ireland; and when he was three years old, his father, who was a gentleman of private fortune, died. In the autumn of 1831 he came to Philadelphia, and from there to New York. In the office of Ralph Post, a shipping and commission merchant, he remained until 1856, when he entered the service of Wallace & Wickes. After two years he accepted a similar position with David Dows & Co. In 1861 he became a partner in this firm, and since then has been actively engaged in its management. He has been president of the New York Produce Exchange for several terms. He became a member of the exchange in 1859, and it was largely because of his persistent efforts that the organization as it now exists was established, and its magnificent building erected. He is vice-president of the Mechanics' National Bank, a director of the Bank of Commerce, the United States Trust Company and the Produce Exchange Bank, of the Continental and American Fire Insurance Companies, and of the Union Pacific, the Rock Island and several other railroads. He was a member of the electoral college which cast the presidential vote of the state of New York for Samuel J. Tilden in 1877. He is a member of the Protestant Episcopal Church, was one of the incorporators of the cathedral at Garden City, and is a trustee of the cathedral schools of St. Paul's and St. Mary's, located at that place. He is chairman of the civil service commission of Brooklyn, and takes a deep interest in all matters of municipal reform. He is also connected with many Brooklyn institutions; is president of the South Brooklyn Savings Bank, vice-president of the Academy of Music, a director of the Long Island Historical Society, of the Art Association and the Brooklyn Library, and a trustee of the Packer Collegiate Institute.

No man, the larger portion of whose life has been spent in an active business career, has done more to promote the interest in and study of natural science and archaeology in Brooklyn than has ELIAS LEWIS, JR. He was prominent among the founders of the Long Island Historical Society and his interest in its success has been continually manifested in many ways. His crowning work in connection with that institution was the establishment of the interesting museum of natural history, ethnology and historical relics, which has proved invaluable to Brooklyn students, and of which Mr. Lewis is now the curator and sole manager. Mr. Lewis was born at Westbury, L. I., on December 30, 1820. His education in the district school of that town covered a period of three years, his studies even then being interrupted by working on a farm and learning a weaver's trade during the summer months. He was occupied for a few years in a store in the neighborhood. Subsequently, he removed to Brooklyn and became a partner in the wholesale grocery house of Valentine & Bergen, and continued in that business for twenty-seven years. He held the presidency of the Brooklyn Bank from 1881 to 1891 when he voluntarily retired on account of ill health. The directors of the bank presented to him on this occasion a testimonial of the most flattering nature. Mr. Lewis was for many years a director of the Brooklyn Institute. He is now a director of the Long Island Historical Society, the Brooklyn Bank, the Home Life Insurance Company, the Brooklyn Savings Bank and the Nassau Fire Insurance Company. Mr. Lewis was married in 1853, and has been a resident of Brooklyn for nearly forty years.

JOHN OAKLEY was born in 1829, and was prepared for college at Erasmus Hall Academy. In 1845, he entered Yale College, and was graduated in 1849. After studying law in New York with James Humphrey, he was admitted to the bar in 1851; and continued in the practice of his profession, until the beginning of the civil war. In 1858, he was made a justice of the peace in the town of Flatbush. In 1861, he was the first man to leave Flatbush for the seat of war, being at the time a member of the 7th Regiment of New York, with which command he went to Washington. He served in the campaigns of 1862 and 1863, and during the draft riots in New York city. On January 1, 1865, he was appointed commissioner of excise for Kings County by Judge Dykman. In 1866, he was elected a member of the assembly, serving two years. During his last term of office he was chairman of the committee on commerce and navigation, and performed the duties of that position to the satisfaction of all with whom he was brought in contact. He was judge-advocate on the staff of Major-General Shaler, 1st Division, N. G., S. N. Y., with the rank of lieutenant-colonel from April, 1867 until 1873. From 1874, until 1878, he was counsel for the Brooklyn

police and excise departments, and in the last-mentioned year he was appointed assistant district attorney for Kings County, under General Isaac S. Catlin. In this position he remained until January 1, 1884. In 1889 he was appointed assistant United States district attorney for the eastern district of New York. He was one of the founders and the president of the Amaranth Society, and besides Major R. W. Butler is the only honorary member of this society; he has also been instrumental in the organization of other dramatic societies. Colonel Oakey is a man of much eloquence. He has "taken the stump" for the Republican candidates in every campaign since the Frémont campaign of 1856 and is a favorite speaker at public dinners.



HENRY W. MAXWELL.

HENRY W. MAXWELL, whose name is connected with many of the clubs, charities and financial projects of Brooklyn and Long Island, was born in Brooklyn on December 7, 1850, attended public school No. 15, and began his business life at the age of thirteen. Throughout a large portion of his career, Mr. Maxwell has been interested in the various enterprises originated or carried out by Austin Corbin. He is a director of the Brooklyn Trust Company. Socially he is exceedingly popular. He is a member of the Hamilton and Excelsior clubs. He has been intimately connected with some of the most sensible charities of Brooklyn. One of his latest benefactions is the erection of the Memorial Industrial School, No. 2, an addition to the Brooklyn Industrial School system, and dedicated to the memory of his mother and wife. This building is not only an artistic addition to the public buildings of Brooklyn, but is of great value in widening the scope of one of the most deserving of Brooklyn's benevolent institutions. Mr. Maxwell has been prominent in many of the significant movements in behalf of good government and pure politics which have characterized the past decade and enlisted the attention and services of thoughtful men in all parties.

COLONEL ALEXANDER S. BACON, soldier, lawyer and public-spirited citizen, was born in Jackson, Michigan, nearly forty years ago, and in 1872 was appointed by Ex-Governor Austin Blair to the West Point Military Academy, at which institution he won enviable reputation as a leader of his class, and was one of the "stars" of the class of forty-eight students who were graduated in 1876. On graduating, he was retained for three months as an instructor, and was promoted to a full second-lieutenancy and assigned to the 1st Artillery. He served with his battery, first in the Indian Territory, and then at Washington, D. C., and Fort Adams, at Newport, R. I. During the Pennsylvania riots of 1877, Lieutenant Bacon was dispatched



Alex. S. Bacon.

Hattie Schroter, of this city. He is a member of the Washington Avenue Baptist Church. He has been a member of the Republican party since his entrance into the political arena, but his work has always been in the direction of good government and the reform of existing abuses. This, with his abstemious habits, won for him the *sobriquet* of "Puritan of the Assembly," while sitting with that body.

JOHN A. TAYLOR was born at Providence, R. I., in 1844, but his father, a clergyman, removed to the little town of Westerly in the same state. At the Westerly high school his progress was rapid. When he was sixteen years of age, he entered the office of the *Christian Messenger* as a printer. He was soon advanced to the literary department of the paper, but his health failed, and he was obliged to retire from business. By judicious medical treatment and constant exercise in the open air, he regained his health sufficiently to become the instructor of a class in geometry in the Westerly high school. Here he remained for some time; but the desire to become a lawyer, for which profession he had a predilection when a youth, returned; and he finally entered upon the study of law with Congressman Dixon of Rhode Island, and in 1865 was admitted to the bar. He opened an office in New York city and made his home in Brooklyn. In 1870, he married the daughter of John Dean. His legal practice was of such a nature as to bring him into court prominently, and to cause him to be acknowledged speedily as a forensic leader. Both with the court and jury he has been eminently successful. Although Mr. Taylor has never been an office-seeker, office has frequently sought him. In 1871, he was elected alderman from the thirteenth ward. In 1879, he was appointed a member of the board of elections; and when, in 1880, that board was reorganized and made a strictly non-partisan body, he was elected its president. When Seth Low was elected mayor, without any application from Mr. Taylor whatever, and without any personal effort on his part, Mr. Low appointed him corporation counsel, and he continued in that office during the two terms of Mr. Low's administration. Since his retirement from that position, Mr. Taylor has been engaged in an increasingly valuable and successful private practice. He has found time also to devote himself, to some extent, to literary and scientific study. He is the author of a work entitled "Exonerative Insanity," and of many lectures and addresses which commend themselves to the reader both for the thought which they contain, and for a delightful literary style. He is officially connected with the Brooklyn Institute; the Brooklyn Ethical Association; the Nineteenth Century Club of New York; the New York Unitarian Association, of which he has been president; and he is a member of several social clubs and secret societies.

Through several generations, the ancestors of GENERAL GEORGE W. WINGATE have obtained a place in military history. Several members of the family were prominent in the revolutionary war, and General Wingate's grandfather served in the war of 1812. Two of his maternal ancestors were in Cromwell's "Iron-sides" regiment. He was born in New York, on July 1, 1840. His education was obtained at the

to that state to serve with the troops in Philadelphia, Reading and Mauch Chunk. He resigned from the army, in 1878, and turned his attention to the study of law, at Canandaigua, N. Y., being admitted to the bar in 1879. In 1881 he came to New York city, later forming one of the members of the firm of Nichols & Bacon, with which he is now connected. In 1884 Mr. Bacon was elected captain of Company A, of the 23d Regiment, N. G., S. N. Y., and in the following year he was promoted to the position of major. In 1886 he was elected lieutenant-colonel, and resigned in the latter part of the year 1887, when he was chosen to represent the ninth district in the Assembly. During his career at Albany he was conspicuous as the leader of the Bacon Investigation Committee, which delved deeply into Brooklyn political affairs of that day. Just previous to the centennial celebration of 1889, he was made colonel in command of the 2d Provisional Regiment, made up of a number of the existing "Separate Companies" in the State National Guard. Colonel Bacon is prominent in church work and is a vigorous temperance advocate. He has delivered lectures on this and other subjects. He has travelled extensively in Europe, Syria and the United States, and has given many interesting lectures on his journeys through foreign lands. On September 1, 1886, Colonel Bacon married Miss

public schools and the New York Free Academy. He was admitted to the bar in 1861, and in 1866 began practising law with William C. Whitney, who was his fellow-student in Judge Lawrence's office. In 1867 he married Miss Susan P. Man, and two years later came to Brooklyn, living until 1875 at No. 61 Jefferson avenue; in 1875 he returned to New York. He figured conspicuously in the attacks upon the Tweed ring, many of the editorials in the *New York Times*, when the famous scandal was first made public, being the product of his pen and levelled particularly against the "ring judges." In 1873 he formed a partnership with the late Henry J. Cullen, Jr., which continued until the death of the latter on March 7, 1892. He has been prominent in the rapid transit and railroad litigations that have occurred in Brooklyn for a number of years, was one of the originators of the Union Elevated Railroad and one of the original directors of the Brooklyn Bridge. He belongs to the Lincoln Club, Brooklyn Club, New York Liederkranz, Brooklyn Gun Club, United Service Club, Twilight Club, Way-wa-wanda Fishing Club and the 22d Regiment Veterans' Club. His military career began with his enlistment in a cavalry company at the outbreak of the rebellion. The organization was disbanded after a few months' drill, and he re-enlisted as a private in Company A, 22d Regiment, N. G., S. N. Y., and served until the period of his enlistment had expired, when he was again mustered into the U. S. service in the summer of 1863, while Lee was invading Pennsylvania and participated in all the work of the 22d Regiment from Harrisburg to Monocacy Junction, in Maryland. He drafted and aided in securing the passage of the act establishing the rifle range at Creedmoor, L. I., and supervised the shooting matches held there by the National Rifle Association. He was vice-president of the association for many years, under the presidency of Generals Grant, Sherman, Sheridan and Hancock, and is now its president. In 1871 he wrote "Wingate's Manual of Rifle Practice," which passed through seven editions and became the standard text-book for the National Guard of New York and other states. The construction of the Creedmoor range was accomplished entirely upon his plans and under his supervision. General Wingate is the author of "The Last Campaign of the 22d Regiment," "On Horseback through the Yellowstone," "The Great Cholera Riots," and numerous essays and addresses on military and other subjects.

Some of the living representatives of those elements which constitute dominant features in the city's character have been sketched. There were others, now no longer among us, who, during their lives, made an impression on the community so deep and lasting as to render some account of their careers appropriate in a chronicle of the city to the making of which they contributed their effective part. They have been home-makers, upright citizens, men of business enterprise, faithful servants of the people, when called to positions of public trust; and in various ways they have laid foundations, upon which those who follow them will build; and so their lives and deeds endure as factors in the ceaseless progress of the city. Brooklyn has been favored in her formative influences, for some of them have been men of commanding strength, while all have been of high character. Some of them attained world-wide fame. Others were the quiet workers, whose ambition was satisfied by the consciousness of duty faithfully performed.

HENRY WARD BEECHER.—"The greatness of a man is measured by the greatness of his influence. When a shadow is cast clear across two continents, there is something somewhere to account for the shadow; and the power must always be at least adequate to the effect that is produced by it. Judging, then, by these standards of greatness, I think you will not regard my words as extravagant when I say that Henry Ward Beecher is probably the greatest citizen that this country has ever seen."

These words, spoken in March, 1887, by the Rev. Minot J. Savage of Boston, will, all things considered, probably commend themselves to the dispassionate reader. Words to the same effect were spoken by many orators in the week following the death of Brooklyn's great citizen; and, however men may have differed from him—in religion, in politics, in sociology, in literary taste and method, in views of ecclesiastical or civil administration, on any of the great questions that aroused the thought of his time—their testimony to his influence was that it was unique, both in range and in power. A history of Brooklyn without special mention of Henry Ward Beecher would be a most inadequate and incomplete work, omitting that which, in spite of her million of inhabitants, her great merchants, her eminent scholars, her brilliant clergymen, and lawyers, and physicians, was the most potent factor of her fame: and this, not because of his remarkable success in his profession, so much as by reason of the genuine greatness of his character, and the pervasive power with which it was diffused throughout the city, the country, and the English-speaking world.

It is difficult to avoid seeming extravagance in treating of so peculiar and effective a personality as this, even when attempting a description in all sober truth; but it will be just, while writing for readers of this generation with fresh memories of the man who died but a few years ago, to make a picture that they will recognize and receive as correct. One difficulty is the familiarity of Brooklynites with the essential facts of Mr. Beecher's career. All know of his famous father, Dr. Lyman Beecher, whose third son he was, his lovely mother, Roxana Foote, and the remarkable family of brothers and sisters—the eldest of whom, Dr. Edward

Beecher, is still living in Brooklyn at the age of eighty-nine. Henry's very boyish boyhood is well known, too:—the plain New England home in Litchfield, Conn., where he was born on June 24, 1813; the scant schooling; the sturdy boy's own shyness, amounting to dullness; his indistinct utterance and slowness of learning; his delight in fields and woods and flowers and birds and skies, in fishes and animals and all outdoors—in anything but books and study; his first real training at the Latin school in Boston, to which city his father went as a pastor—and even there his passion for the wharves and ships and streets; his sudden desire to go to sea, and his father's shrewd enticing of him to study mathematics, that he might become "a navigator instead of a common sailor;" his ardent pursuit of that, resulting in an arousing of his wish to go to college; his spirited career at Amherst, where he plunged into omnivorous reading and got his first taste of eloquent training and the delights of combat in debate; his conversion and instant choice of the ministry as his profession;—this, in all its detail, is interesting but familiar ground.

Lane Theological Seminary, near Cincinnati, Ohio, whither Dr. Lyman Beecher had gone as president, inducted the young man into all the usual theological education of young ministers and especially the mysteries of Presbyterian Calvinism; and as those were the days of Old School and New School controversies, in which the elder Beecher was a doughty champion, the entire family had a daily diet of theological discussion for years together, so that as Henry Ward Beecher said in later days, he "knew all the doctrines forward and backward, like pins in a paper of pins." Indeed, he had a theological training more thorough and complete, in all the distinctions and discriminations of the scholasticism of the day, than nine-tenths of the ministers of his generation. But he did not enjoy it. On the contrary, as he wrote in 1848, to his friend Dr. John H. Raymond, relative to the Bushnell theological controversy then raging: "Others may blow the bellows and turn the doctrines in the fire and lay them on the anvil of controversy and beat them into all sorts of shapes; but I shall busy myself with *using* the sword of the Lord, not in *forging* it." That was his early decision. He "saw no benefit in fierce disputes about propositions, at the expense of vital godliness;" and thus his very familiarity with systematic theology was the secret of his wholesome neglect of it in all his practical work. It is worth while to make a point of this, since one of the favorite criticisms of him always has been: "An eloquent speaker, yes; but no theologian;" which is much as if one should say of a skillful surgeon, "A fine operator, but he never lectures to his patients on anatomy." Mr. Beecher believed in theology as he believed in the human skeleton; it was useful and necessary in its place, but should be kept out of sight.

Everybody knows how he accepted his first call to a little shed of a church in Lawrenceburg, Indiana; and how, after two years of poverty there—living with his young wife in two rooms over a provision store, on a salary of \$250 from the Home Missionary Society and \$150 more from his church, paid in provisions—he was called in 1839 to Indianapolis.

During all this early time the young man was reading hard, especially the old sermonizers—South, Barrow, Howe, Sherlock, Butler, and Edwards particularly. And he did much circuit-riding. He says: "I was sent into the wilderness of Indiana to preach among the poor and ignorant, and I lived in my saddle. My library was in my saddle-bags. I went from camp-meeting to camp-meeting, and from log hut to log hut. I took my New Testament, and from it I got that which has been the very secret of any success that I have had in the Christian ministry." In Indianapolis he worked and learned for eight years, getting at men, their temptations and trials, and unconsciously developing his growing powers of absorbing knowledge, assimilating ideas and giving them forth with effectiveness. It was here that he became acquainted with London's encyclopedias of horticulture, agriculture and architecture; and during long stretches of daily preaching (once through eighteen consecutive months without one day of intermission) he used to read these ponderous tomes at night, for relaxation and to drive the sermon-fever from his brain. Not only did he read them through, but over and over again, and mastered their contents. To the end of his life he never ceased this insatiate pursuit of knowledge among books as well as among men and affairs, so that the marvellous asfluence of his illustration was not altogether due to his native gift of imagination, but came from a well-stored mind. In 1847, he came to New York to address one of the missionary anniversary meetings, was asked to preach in the just-formed Plymouth Church in Brooklyn, and was unanimously invited by the church and society to become their pastor. He accepted, and came to Brooklyn. His fresh vigor, unconventional manner, lofty spirituality and moving eloquence instantly made a great impression, not only in Brooklyn but in the great metropolis across the East river, and it was not long before his parish extended far beyond his church and eventually became the whole country.

What, then, was this man to Brooklyn? When he came here in 1847, it was a city of 60,000 inhabitants; when he died on March 8, 1887, it harbored over 800,000; and it is safe to say that before he had been here ten years, and from then until his death, there was hardly one of all these tens and hundreds of thousands who did not know of him—the most of them knowing him well, his life, his words, his works, his influence. As it was in Brooklyn, so it became throughout the land; he was the best-known man in America; and always for good. His tongue, his pen, his acts, were ever for the upbuilding of men, for the helping of his fellow-



Henry Ward Beecher

creatures. Mr. Beecher was thirty-four years old when he began with Plymouth Church, having had ten years of hard work and growing success as his practical preparation in professional work. In Lawrenceburg and Indianapolis he had earnestly sought to "catch men" out of the current of evil lives; and his own illustration of the power of personal effort, in the fact that the most perfect mechanical polish attainable comes from applying "the living leather of the human hand," indicates his directness in bringing himself to bear on men. He cut away the high pulpit and spoke from a platform with a desk on it. He went out straightway into the haunts of city men to learn their habits and temptations; and, leaving the ancient Jews and Pagans to God, dealt directly with the people of Brooklyn and New York. He preached no aesthetic homilies or symmetric crystallization of theology, but downright blows and trenchant thrusts at sins, in a glow of love for sinners. He labored with heart and might for "revivals" of religious feeling, stirring up men's consciences and arousing their better desires. He cultivated especially the social element among his church people, and drew them together in sympathy and in work for one another and for the needy. He made the prayer-meeting an intense centre of interest, and had it all alive with frank, familiar conference—never was it cold, thinly attended, perfunctory—always it was crowded like the Sunday services, a place that men and women loved to go to. All this was out of the common. Men recognized a new power among them. The critical affected to look down upon his "sensationalism," and "gave him a year to run himself out;" but "the common people" have a keen scent for greatness. And so it was that Henry Ward Beecher and Plymouth Church speedily became the most notable facts in Brooklyn; and Brooklyn thereby came to gain a larger fame, as the great metropolis beyond the river every week sent over its streaming hundreds—gathered from all parts of the land—to feel the influence of the great preacher. But this was only the beginning; although it was the tap-root of all the rest. Mr. Beecher's ardent love for God and for God's children, especially the poorer and needier of them, was that which fed his whole life with vital sap, and caused it to put forth its healing leaves, its efflorescent blossoms of beauty, its abounding, nutritious fruit.

The Autumn of 1847, when he came to Brooklyn, was the time when the question of slavery had just arisen again in Congress and all over the country, and from that time till 1850 discussion grew hotter. Henry Clay's great compromise bill was then brought forward, the chief of its thirty-nine sections providing for the admission of California as a free state, while not only giving Southerners the right to pursue and capture fugitive slaves, but making it the legal duty of Northerners to help them. The weekly religious paper, *The Independent*, had been established in New York by the Congregationalists in 1849, under the editorship of Dr. Leonard Bacon, Dr. Richard S. Storrs, and Dr. Joseph P. Thompson; and Mr. Beecher had already become one of its most valued contributors, over his signature of a large asterisk (*). His articles became known as the "Star Papers." Several strong articles on the political situation had appeared in the *Independent*, but in February 21, 1850, came one, entitled: "Shall We Compromise?" which threw to the winds all the artificial complications, and set forth plainly the inevitable issue: "Slavery is right, or wrong. Slavery shall extend, or it shall not extend. Slavery shall live, or die." This article made a great sensation; it was copied everywhere, and cleared the atmosphere. It was read to John C. Calhoun on his dying bed, and the great statesman said: "That man understands the thing. He has gone to the bottom of it. He will be heard from again." And, in fact, that article did strike the keynote toward which succeeding years of discussion toned up the North to the election of Lincoln, when Fort Sumter brought the explosion, and the war, begun by the South, killed slavery, and gave new life to the nation. That article made Henry Ward Beecher a national force. From that time he never rested in his labors, for practical religion among his own people and among the vast audience that his pen now found, and for the enlightenment of the Northern conscience and the freeing of the slaves as a direct and inevitable logical application of that practical religion. But the vital necessity of slavery was extension into fresh territory; and this at once compelled its aggressive advancement and aroused more and more the sentiment of the North against it. The compromise debates of 1850; the Kansas struggle of 1854-5; the formation of the Republican party in 1855-6; the Frémont campaign of 1856; the increasing excitements of the years to 1859, when John Brown made his mad attempt in Virginia; Lincoln's election in 1860; the four horrid years of war, including the incessant efforts of the anti-slavery men to induce President Lincoln to proclaim Emancipation, and the glorious ending of war—all found Mr. Beecher in tireless labors for the cause of Liberty and Law; and the nation's appreciation of them was marked by his selection as orator of the day at the triumphant raising of the old flag again on Fort Sumter in April, 1865. This brief sketch can hardly include mention of his world-famous visit to England in 1863. He bearded the British lion in his den, and not only had a succession of the most wonderful oratorical triumphs over immense hostile audiences that history has ever recorded, but actually gave pause to a great nation, made it stop, think, see the other side, and change the whole course of its sentiment and action; and that too, not by diplomatic fencing with authorities but largely by influencing the "unvoting population," and "through the heart of the people reaching nobles, ministers, courtiers, the throne itself."

His course after the war was equally notable. His grand eulogy on the murdered Lincoln; his sermons, addresses and public letters concerning the restoration and reconstruction of the Southern states in 1865-6; his labors for unity, education, sound money during the silver and greenback craze in 1877, and his share in the great breaking away from the Republican party in 1884, on principles which his friends had to respect, although many of them bitterly opposed him—a break which grieved him and tested his courage at seventy years of age perhaps more severely than it had ever been tried during his whole life—this is a part of the history of the country. There was no individual during all these years, even of those who officially wielded the power of the nation in civil or military affairs, whose personal influence was so wide or so deep as that of this untitled man.

There is not space in which to speak of his collateral labors except by mere allusion. On the lecture platform he was for thirty years the most prolific and the most popular of all the gifted men who have thus entertained and educated the people. His thirty or more books, his weekly family paper, *The Christian Union*, his many letters and articles, his innumerable speeches and addresses on occasions of public interest—only a small portion of which have been preserved—simply go to swell the current of his life-work; and all was in the one direction of making men better and happier, religion more naturally beautiful, God more filially beloved and Christ more potent and more precious in the human soul. In Brooklyn itself he was an unceasing power for good. In matters of education, clean civic government, advancement in music, the arts, letters, all public enterprises of pith and moment, he was always sought and never found wanting. The poor blessed his generosity. Weak churches appealed to him in certainty of help—first out of his own pocket, and then, if necessary, out of the pockets of the generous men he had gathered in his church. His friends loved him with matchless devotion, and he was no man's enemy. Even when he was passing through the most crushing trial of threatened disgrace, fighting the poisoned arrows of slander, wounded by the barbed stings of envy and all uncharitableness, no one ever heard him say a bitter or unkind word of those who sought his destruction. Men were bound to him by his manliness, his geniality, his honest goodness, his greatness; women were grateful for his large sympathies and strong helpfulness; children flocked to him and loved him—the very gamins of the street would bring him poor little nosegays of dandelions and grasses, which he would receive with an appreciation that warmed their hungry hearts through and through.

The wonder of the man was that, being so great, with endless stores of knowledge, gained by sedulous application of study and observation, and gifted with the ability to use his knowledge in so many domains of thought and influence with an almost unparalleled effect on other men, he was yet so simple, so childlike in disposition. He must have been conscious of his power and place; yet no man or woman, no youth, no child, ever felt from him an unpleasant chill of overshadowing superiority or conceit. The idea that he was perfect would excite no one's laughter so quickly as his own. He well knew his own defects, his impetuosity, his forgetfulness, and other faults that made trouble for himself and for others. Yet how insignificant and inconsequent they all appear in any view of the grand totality of his life, his character and his achievements! "A man of the people, Christward," said Dr. Charles H. Hall. And another writer marks him "a mind that minted many knowledges; a heart that thought no evil; when reviled, he reviled not again." Spurgeon, of England, noted his "Shakespearian wealth of imagination and vocabulary." Abraham Lincoln marveled at his fertility and owned his impressive power. Gladstone, in 1886, bowing in acknowledgment of a compliment paid him by Beecher, who had just listened to one of the great speeches of England's greatest orator, replied, "You, sir, should surely be a judge in such a matter." Dr. Parker, of the City Temple, London, says: "As a preacher, I believe the whole pulpit of the world would give him the palm." Charles Kingsley paid him the tribute of tears through a whole discourse, and exclaimed, "He has said the very things I have been trying to say ever since I entered the Christian pulpit." The Dean of Canterbury personally thanked him for what he had "taught us respecting the fatherhood of God." "He was a great preacher," says Lyman Abbott, "because he was a great and good man." But there would be no end to these notable opinions from notable men. Let them be summed up in the words of John W. Chadwick: "Mr. Beecher was not perfect, certainly, but in his imperfection the most unique and splendid personality of our civic history; one of the most unique and splendid in the history of the United States and their colonial beginnings."

The world honored him; Brooklyn loved him. And the city has honored itself by erecting his statue in enduring bronze at the very focus of its busiest life.

SAMUEL BOWNE.—With the most important period in the history of river traffic between New York and Brooklyn, the late Samuel Bowne, grandfather of the late Samuel Bowne Duryea, was prominently associated. Those who remember him recall a man of medium height, with a compactly built frame, capable of sustaining a great physical strain, one who was energetic and persistent, devoting himself to business with an assiduity that, in combination with his well-known integrity, earned him the esteem of the many in his employ. He was descended from the Bowne family, of Flushing, L. I., and from the Pells and



Samuel Bowne

when Samuel obtained a seven years' lease in his own name. On March 24, 1852, he disposed of his title in the ferry to Messrs. Smith & Bulkley, who eventually merged their interests in those of the Union Ferry Company. Mr. Bowne died in 1853, at his home on Washington and High streets.

Well known to the Brooklyn villagers from the early twenties onward were the active figure and cheering presence of ELIAKIM RAYMOND, who had something to do with most of the good works of that awakening period. A temporary residence in Brooklyn in 1822 was utilized by him for getting together the few Baptists of the village, for whom he erected their first church, on Pearl street, and he came regularly from his home in New York to attend their services, using a row-boat when the ferries were not running. He soon afterwards settled here, and established his factory on Pearl street, and from that time on, like Robert Snow among the Methodists, Frederick Peet among the Episcopalians and Abram B. Baylis among the Presbyterians, he was the representative of the Baptists in such public movements as looked to the churches for support. He became a trustee of the Brooklyn Orphan Asylum, a director in the Brooklyn Savings Bank, and during 1828 and 1829 he was a trustee of the village and worked zealously for the establishment of a public park on the Heights. Raymond street was named after him. He was a descendant of Richard Raymond, who became a Massachusetts freeman in 1634, was a member of the first jury ever impanelled in Salem, and was one of the early settlers, in 1655, of Norwalk, Conn. From him and his brother all the American Raymonds descended. Eliakim Raymond's father, Nathaniel, a sergeant in the coast-guard, was among the Connecticut troops present at the Battle of Brooklyn in 1776. Mr. Raymond's three sons became well known in

Rodmans of Westchester County, and was born at Pelham Point, N. Y., in 1790. When his father died his mother moved with her family to New York, where he and his brother Rodman began business together at Catherine Slip. They interested themselves chiefly in shipping. In 1809 they purchased the New Ferry, or Catherine Ferry, as it was sometimes called, and, by increasing the capacity of the boats which then crossed on that route, gave evidence of that enterprise which distinguished them throughout their entire career. In 1814 the Bowne brothers were the first to abandon the use of the sail and oar as motive powers, and introduced on Catherine Ferry the first horse-boat used on the East river. The change revolutionized ferry traffic. In 1822 steamboats were first used on Catherine Ferry, and two years later Samuel and Rodman Bowne introduced on the same route two single-hull steamboats, the first of their class that ever crossed the East river. During the first quarter of the century immediately succeeding the Revolution, patriotism ran high among our first citizens and Mr. Bowne gave to his twin boats those magic and synonymous names, "Independence" and "George Washington." Under different leases and in consideration of various rentals, Samuel Bowne and his brother managed Catherine Ferry until 1836, name, at an annual rental of \$3,500.

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ELIAKIM RAYMOND.

Brooklyn. They were Israel Ward Raymond, of the Pacific Mail S. S. Co.; John Howard Raymond, the first president, and Robert Raikes Raymond, the professor of English literature, of the Polytechnic Institute. Eliakim Raymond died in Brooklyn in 1845.

TEUNIS G. BERGEN.—A man in whose life the remote past blends with the present would be, it might seem, a man not abreast with the age, and yet this was not in any sense the fact in regard to the late Teunis G. Bergen, although in the story of his life there is a remarkable connection between the ancient and the modern history of Brooklyn and Kings County. In his boyhood he spoke only that language which was spoken by his ancestors when New York, New Jersey and a portion of Connecticut formed a Dutch colony, a language they continued to use exclusively when their New Netherland passed under British rule, and which they did not renounce even when their adopted land was freed from the yoke of monarchical domination. Throughout his life he was true to his Dutch blood, but at the same time he

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Teunis G. Bergen

was truly American—a progressive, democratic citizen, full of public spirit, and one whose influence and work were felt in public affairs for many years. While busy in the affairs of the present, he found time to explore the past, and to his antiquarian research, the results of which he was careful to perpetuate with his pen, the historical student is in a very large degree a debtor. He was in the sixth generation from Hans Hansen Bergen, who came to America in 1633, and all his ancestors in the direct male line have resided in Brooklyn, where they have been influential members of the community and frequent incumbents of positions of trust and honor. His father was Garret Bergen, who married Jane Wyckoff, and they lived in the homestead on Third avenue, near Thirty-third street, Brooklyn, where their son was born, on October 6, 1806. The old homestead was torn down a few years ago because the owners, descendants of Hans Hansen Bergen, were unwilling to permit the historic heirloom to be put to unworthy uses. When Teunis G. Bergen began to attend the public school he could not speak English at all, for in those days only Dutch, and the purest Dutch, was spoken in Kings County by the people who were descendants from the early settlers. He soon mastered the English language, in which he afterwards became proficient, both as a writer and speaker, and his education was finished at Erasmus Hall Academy, in Flatbush. He fitted

himself for the profession of a land surveyor, and varied his work in that calling by cultivating a fine farm on the Shore road, Bay Ridge, to which he moved in 1829, and which he owned and occupied during the rest of his life. Previously, in 1827, he had married Elizabeth, the daughter of Rufus Van Brunt of New Utrecht. The farmer-surveyor possessed, in addition to his capacity for the management of affairs, a soldierly instinct and the elements of statesmanship, and followed out the former by enrolling himself in the New York State Militia, in which he was successively ensign, captain, adjutant, lieutenant-colonel and colonel of the 24th Regiment. His connection with public affairs was long-continued and honorable. For twenty-three years, from April, 1836, till April, 1859, he was supervisor of the town of New Utrecht, and from 1842 until 1846 he was chairman of the board; and as chairman of financial committees during many years of his service he earned the title of "Watch-dog of the county treasury." In the conventions held to amend the charter of the state in 1846, 1866 and 1867, he was an energetic member. He was a steadfast Democrat in politics, and was repeatedly sent as a delegate to the state conventions of the party. In the famous Democratic national convention held in Charleston, S. C., in 1860, he was prominent by reason of his sturdy opposition to the resolutions, the adoption of which caused the breach between the northern and the southern Democracy. He was nominated in 1864 on a Democratic ticket to represent the second district in congress, and was elected by a plurality of 4,800 over his "Union" opponent. His term was marked by an honorable devotion to the duties of his position that was in keeping with the high record he had previously made as a public man. He was a willing worker for his party in any position, and for a long time he was chairman of the Democratic General Committee of Kings County. His integrity and good judgment as a business man were so well known that he was continually called upon to act as arbitrator or commissioner in condemning property for public use, while the descendants from the early settlers of Kings County regarded him with a feeling of trust that was frequently made manifest in seeking his services in the settlement of private disputes, determining land boundaries and dividing property. As a surveyor, he surveyed and mapped out most of the farms in the towns of Kings County, and did a large amount of work in Brooklyn. As a farmer he was successful, for he gave much study and careful experiment to the raising of produce for the New England market. He was a man not easily wearied, and could secure rest by turning from one kind of work to another. Thus it was that he devoted a great deal of time to studying the early history of New Netherland, and his familiarity with the Dutch language was invaluable to him in the study and translation of early historical manuscripts, family papers and inscriptions in family Bibles. In this work he became very expert. He published many historical and genealogical articles in local papers and magazines and in the *New York Genealogical and Biographical Record*. In 1866 he issued a work entitled "The Bergen Family," and in 1876 he put forth a new edition of this work, so enlarged as to include genealogies of most of the Dutch families of southern New York and eastern New Jersey; in 1867 he published a genealogy of the Van Brunt family, and in 1878 the genealogy of the Lefferts family. At the time of his death, in 1881, he had in the hands of his printer a book entitled "Register in Alphabetical Order of the Early Settlers of Kings County, Long Island, N. Y., from its First Settlement by Europeans to 1700, with contributions to their biographies and genealogies, compiled from various sources." This work appeared a few weeks after his death, which occurred on April 24, 1881, being caused by pneumonia. He left, in manuscript, a history of the town of New Utrecht. He was a member of many local and state historical and genealogical societies, including the Long Island Historical Society and the New York Genealogical and Biographical Society, and he was one of the founders of the society first named.

ISAAC H. FROTHINGHAM.—One of the conspicuous factors in the development of the character of Brooklyn as a community, has been the infusion of the sturdy integrity, business energy and broad views of human relationships that were nurtured for generations in New England. There are many names prominent in the history of this city that have long been familiar in the old towns that were planted along the shores of Massachusetts Bay. Among these none are worthy of more honor than that borne by Isaac Harding Frothingham. He was born in Salem, Massachusetts, on September 19, 1807, and was a lineal descendant in the seventh generation from William Frothingham, who came from England with Governor Winthrop in 1630 and settled in Charlestown, Massachusetts. The family has always been well and honorably known in that old town, now a part of Boston. Among its members have been scholars and clergymen of note, as well as many men who have attained eminence in the business and financial world. Mr. Frothingham's father was Deacon Nathaniel Frothingham, for more than sixty years a resident of Salem, Massachusetts. Deacon Frothingham was honored by the town in many ways, and represented it in the Massachusetts legislature for the larger part of twenty-six years. He died in 1857 at the age of 87. He was twice married, his second wife being the widow of Captain Isaac Harding, and daughter of Captain John Whipple, of Hamilton, Massachusetts. Isaac Harding Frothingham was the oldest of the four children born of this marriage. At the age of fifteen he was apprenticed to Isaac Newhall, of Salem, to learn the dry goods trade, in which he began business on his own account seven years later. In 1832 he married



J. H. Prud'homme

Elizabeth, daughter of James Potter, of Salem. This benevolent and estimable lady died in 1887. Mr. Frothingham removed to Boston in 1836 and in 1842 came to Brooklyn, becoming a member of the firm of Carleton, Frothingham & Co., in the silk goods trade in New York city. Retiring from this firm in 1848 he was for the next ten or twelve years associated, as senior or special partner, with the firm of Frothingham, Newell & Co., and its successors in the boot and shoe jobbing trade. In 1855 he built the residence No. 134 Remsen street, which he occupied during the remainder of his life. His interest and experience in business was always on the financial rather than the purely commercial side. His ability as a financier and organizer was shown in the establishment of the Nassau National Bank of this city, which was incorporated in 1859, in which he continued during his life a director, and of which, for the first six years of its existence, he was president. In 1865 he accepted the presidency of the newly-organized Union Trust Company of New York. He resigned this office in 1873 but continued as a trustee of the company until death. He was prominently connected with many other financial institutions on both sides of the river, in the organizations of most of which he had participated. Among them were the Home Life, the Home Fire and the Phoenix insurance companies, and the Dime Savings, the Shoe and Leather and the St. Nicholas banks. In 1879 he became president of the United States Warehouse Company and retained that position until his death. That devotion to the cause of education which is characteristic of the old New England stock, Mr. Frothingham exemplified from his youth. As a young man he was the clerk of the school committee of his native town. In Boston he was on the public school committee of his ward; and in Brooklyn he became one of the foremost in the organization of the Brooklyn Collegiate and Polytechnic Institute, of which he was president from its foundation in 1854 until its re-organization under its present name, in 1889. On the philanthropic side, the Brooklyn Hospital early enlisted his warmest sympathies, and for forty-five years he served it as a trustee, becoming its president in 1885 and continuing in that office until his death. Among the many other public institutions to which he gave his co-operation and support are the Academy of Music, of which he was for many years treasurer; the Brooklyn Institute and the Union for Christian Work. During the war he was conspicuous in the work of the War Fund Committee, of which he acted as treasurer. A Unitarian in his religious belief, he was an early member of the first church of that denomination in Brooklyn, and he was for many years president of its board of trustees. The portrait here given represents him at the age of 80. He died somewhat suddenly on October 20, 1890, in the 83d year of his age. Three children survive, all of whom are residents of Brooklyn.

ABIEL A. LOW.—As the founder of one of the leading commercial establishments of the present century, Abiel Abbott Low gave to his time a clear-cut record of characteristic American enterprise. He built up gigantic interests from a basis in which experience was the chief foundation-stone. In the marine service of a particular branch of the import trade, he gave acknowledged pre-eminence to the flag of his native country. In a social sense he deserved no less than higher estimation which the public accords to him who unselfishly recognizes every duty imposed upon him by his multifarious relations with ideas and projects of a philanthropic or religious character. He was the eldest of the sons of Seth and Mary Porter Low, and was born in Salem, Mass., on February 7, 1811. After receiving an education in the public schools of his native town, he became a clerk to the firm of Joseph Howard & Co., but left Salem in 1829, and came to Brooklyn with his father. In 1833 he went to China and for seven years was associated in that city with the tea firm of Russell & Co., in which his uncle, William H. Low, was interested, and to which he himself successively sustained the relations of clerk and partner. He returned to New York in 1840, and in an establishment on Fletcher street began the business which eventually became the leading element in the American China trade. His interests multiplied rapidly and the fleet of splendid clipper ships which he built met with no mishaps until two of them, the "Contest" and the "Jacob Bell," were captured and burned by Confederate cruisers during the civil war. In 1845 he removed to South street and took his brother, Josiah O. Low, into partnership, and in 1850 he first occupied the premises at 31 Burling Slip, which he constructed for the permanent use of his trade. In 1852 his brother-in-law, Edward H. R. Lyman, was admitted to partnership and the firm took its present title of A. A. Low & Brothers. Mr. Low was elected a member of the New York Chamber of Commerce in 1846, and its president in 1863; he was re-elected to the office in 1866, but resigned a year later for the purpose of travelling around the world. He always interested himself as a prominent Brooklynite in questions which directly or indirectly affected the interests of the city, and he was active in founding some of the local business institutions. He was one of the most zealous supporters of the Union during the civil war and was frequently in consultation with the government on matters of grave importance. He was president of the citizens' committee which aided in the management of the great sanitary fair held in Brooklyn in February, 1864, and he was prominently associated with the war fund committee. He was an ardent worker in religious and educational spheres; he held the presidency of the Packer Collegiate Institute's board of trustees and was officially associated with the work of the Brooklyn Library, with the Long Island Historical Society, the City Hospital, the Society for Improving the Condition of the Poor, the Union for Christian Work and many



A. A. Low.

other worthy institutions and organizations. In recognition of the benefits conferred upon him by the educational system of his native city, Mr. Low in October, 1878, donated \$5,000 to the city of Salem to be held as a fund to promote and advance the education of meritorious youth in that city. By action of the city council, a fund known as the "Low Educational Fund" was created and Mr. Low added to it by a gift of \$2,500 in 1883, and by another gift of \$2,500 in 1885, making a total of \$10,000. These gifts were suitably acknowledged and the city of Salem is trustee of the fund. In March, 1841, he married Ellen Almira, youngest daughter of the late Josiah Dow of this city, who bore two sons and two daughters. Mrs. Low died on January 25, 1850, and Mr. Low afterwards married the widow of his brother, William H. Low. His youngest son, Seth Low, has been twice mayor of Brooklyn and is now president of Columbia College.

JOHN TASKER HOWARD was born December 28, 1808, in Salem, Mass., and was a descendant of Abraham Howard, an Englishman, who, with his son Joseph, a physician, settled in Marblehead in 1720. He was a schoolmate, in Salem, of Nathaniel Hawthorne. He entered the counting-room of his father, Joseph

Howard, a shipping merchant, where he was a fellow-clerk with the late A. A. Low. The elder Seth Low and Joseph Howard came to Brooklyn about the same time, in 1826, and soon afterwards they built the two double houses still standing at Concord and Washington streets, that of Mr. Low having been of late years occupied by the Brooklyn Maternity. The firm of J. Howard & Son established a shipping business, trading with Russia and South America. Later, in connection with Charles Morgan and others, they organized the Empire City line of steamers to New Orleans. One of their steamers, the "Golden Age," commanded by David D. Porter, afterwards admiral, U. S. N., made the fastest trip then recorded from England to Australia, and showed the English the quicker way home by the Pacific Ocean *via* Panama. When the gold fever of 1849 broke out they sent their steamers to California. Mr. Howard was an active merchant of the old school and had a far-seeing appreciation of the future requirements of commerce. He had the Holstein-Schleswig Canal surveyed, and offered to build it, long before the German government took it up; he had the Nicaragua Canal surveyed, and always insisted that it was there, and not at Panama, that the oceans could be united. He was an early stockholder in the American Telegraph Company and was from the early explorations of the Isthmus and for many years interested in the Pan-

JOHN TASKER HOWARD.

ama railroad. In 1856, being engaged in negotiations for developing the Mariposas estate of Colonel John C. Frémont, when "the Pathfinder" became the presidential nominee of the new Republican party, Mr. Howard spent much time and money in that exciting campaign, and his New York office was the scene of much of the original planning of the political organization destined to so great a future. His business took him abroad frequently and he made not less than fifty ocean voyages. In Brooklyn he was best known as one of those who founded Plymouth Church, and as an intimate friend of Henry Ward Beecher; but he was actively associated with the inception and maintenance of many of Brooklyn's valuable institutions. He had already assisted in organizing the Third Presbyterian Church and the Church of the Pilgrims, and afterwards, the South Congregational Church, in South Brooklyn; and at a critical time he lent material aid to the establishment of the Plymouth Bethel. He was an original member of the Hamilton Literary Association, and was a member of the Hamilton Club, the Brooklyn Club and the Long Island Historical Society; for many years he was a director and first vice-president of the Philharmonic Society. He married, in 1831, Susan T. Raymond, a daughter of Eliakim Raymond. He died March 22, 1888, leaving four sons, Joseph Howard, Jr., journalist; John R. Howard, publisher; Edward T. and Henry W. B. Howard, and one daughter, the wife of General Horatio C. King.

SIMEON B. CHITTENDEN.—In reviewing the life of the late Simeon B. Chittenden, there appears more than one characteristic which, in a less remarkable career, might justly be regarded as the central feature. He was a merchant whose energy and probity placed him on a level with the great mercantile princes of



his day; he was a statesman, uncompromising in his fidelity to his country and unwavering in his allegiance to principle; he was a philanthropist whose good work remains as the best monument to him who reared it. He was born in Guilford, Conn., on March 29, 1814. He was a direct descendant in the seventh generation from William Chittenden, a native of Kent, who emigrated from England to the New World in 1639, and who was one of the seven founders of Guilford, and afterwards served the commonwealth of his state as a magistrate and member of the General Court. Abel Chittenden, the father of Simeon, died when his son was twelve years old. Simeon attended school until he reached the age of fourteen, when his education was taken in charge by the parish clergyman, but he was obliged to abandon the idea of a college course on account of trouble with his eyesight, and he accepted a situation as clerk in a village store at New Haven. When he attained his majority he engaged in business on his own account, and soon became noted in the little mercantile world of New Haven. In 1842 he became a resident of Brooklyn and established himself among the wholesale dry goods merchants of New York, conducting for the next thirty-two years a business that annually increased in volume and importance. During his career in New



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York he occupied various establishments in the lower portion of the city, and his name grew to prominence among the city merchants. In 1873 he relinquished the responsibility of an active commercial life to undertake the duties of public office. During the war he had been an outspoken and fearless advocate of the Union cause, had assisted the north by liberal pecuniary gifts and had established the *Union* newspaper as a direct contribution, from his point of view, to the issues of the conflict; he was a Republican whose record especially commended him to the electors of the third congressional district of Brooklyn, and in March, 1873, he was chosen representative of that constituency to fill the unexpired term of General Stewart L. Woodford, and he was twice re-elected, serving in the Forty-fourth, Forty-fifth and Forty-sixth Congresses. At Washington he proved himself a pleasing orator and a legislator whose practical training fitted him to discuss questions of national expenditure and economy. His benevolences and contributions to various

patriotic objects were many. In the days of secession he was one of those who organized the Union Defence Fund of New York, and the War Fund Committee of Brooklyn; the work of both of these he assisted by liberal financial donations. He gave munificently to Yale College, enriching that institution to the extent of a quarter of a million dollars. He subscribed \$5,000 to place the heroic bronze statue of Washington in front of the Sub-Treasury on Wall street; at various times over \$32,000 to build and equip the Brooklyn Library; property valued at \$23,000 to the Young Women's Christian Association; \$10,000 to raise the Brooklyn Eye and Ear Infirmary from a position of dependence on the public revenues; \$10,000 to the Brooklyn Orphan Asylum; and he was liberal and prompt in rendering assistance to a thousand minor deserving objects. He was prominent among those who erected the building of the Long Island Historical Society, the Polytechnic Institute and the Brooklyn Academy of Music. At the time of his decease, which occurred after a long illness, on April 24, 1889, at his home on Pierrepont street, he was interested in various financial and commercial organizations. He was a member and had been vice-president of the New York Chamber of Commerce, a director in the Continental Life Insurance Company and the Continental Bank; a trustee of the United States Trust Company, a director in the Union Ferry Company, with which he had been associated for thirty-two years, and president of the New Haven & New London Railroad. At one time he was identified with the reconstruction of the Delaware, Lackawanna & Western Railroad Company.

HORACE B. CLAFLIN.—Bringing to his life work that energy and perseverance inherent in the composition of every true son of New England, the late Horace B. Clafin not only deserved success but commanded it. On the commercial life of New York, he and his brother, the late Aaron B. Clafin, left an impress which will not easily be effaced. To-day, the H. B. Clafin Company occupies a position among similar establishments which is the natural result of the enterprise which gave it root. Horace B. Clafin was born at Milford, Mass., on December 18, 1811, and acquired a theoretical knowledge of commercial principles in the schools of that town. In 1832 he engaged with success in the dry goods trade at Milford and soon found that the financial returns from his venture would justify his entering upon the larger field afforded by the city of Worcester. Here his enterprise proved too great even for his enlarged surroundings, and in 1843 he moved to New York. With a daring that was prophetic of success he established his business on Cedar street, then in the very centre of the city's business section, and his name became associated with those of the leading dry goods merchants of New York, although, like his brother Aaron, he had made his home in Brooklyn. The constant increase of his trade eventually resulted in the establishment of an enormous wholesale store at Worth street and West Broadway; and at one time the annual transactions of the firm of H. B. Clafin & Company amounted to \$77,000,000. Mr. Clafin was a member of the Plymouth Church and was a warm friend and admirer of Mr. Beecher. Before leaving his Massachusetts home he married Agnes Sanger, daughter of Colonel Calvin Sanger, of Sherborne; five children—four sons and one daughter—were born to them. Of these only John and Arthur Clafin survive; the former has been for some years associated as a partner in the firm founded by his father, and the latter is a broker on Wall street, New York. Mr. Clafin died on November 14, 1885, at Fordham, his country seat in the annexed district of New York.

Unitarianism, as embodied in ecclesiastical organization, had existed in Brooklyn only a few years when the REV. FREDERICK A. FARLEY, D. D. came to the city in 1841, to become pastor of the second church of that denomination. The formation of this church was unfortunate at the time, resulting as it did from dissensions in the original church, and it is one of the pleasant features of Dr. Farley's ministry that it had not continued long before the two churches were reunited as the First Church under his pastorate. The time came when a second church was possible; and when it was formed he was able, as pastor of the first society, to extend fellowship to the successor of the short-lived organization which called him to Brooklyn. He was pastor of the First Church until the spring of 1863, when he resigned under the influence of a conviction that long pastorates are not desirable, and with the desire for the infusion of new blood into the old organization. He remained in Brooklyn after his resignation and at the time of his death, on March 24, 1892, he was the oldest clergyman in the city, being in the ninety-second year of his age. He was a fine scholar, progressive in ideas, and liberal in regard for the convictions and opinions of other religious believers. The practical things of life interested him at all times and he took part in many of the movements designed to elevate the character of the community and to benefit those elements in it which needed the helping hand or the uplifting influence. As a citizen he was a regular voter until the end of his life. He was born in Boston in 1800, and was graduated at Harvard College at the age of eighteen. The law was his first choice as a profession, and after three years' study he was admitted to the bar in 1821. Afterwards he became a student at the divinity school of his *alma mater* and was graduated in 1827. From 1828 until he came to Brooklyn he was settled in Providence, R. I. He was the author of "Unitarianism in the United States," "Unitarianism Defined" and a "History of the Brooklyn and Long Island Sanitary Fair of 1864."



H. B. CLAFLIN.

REV. WILLIAM I. BUDINGTON, D. D.—Among the clergymen whose prominence in their calling gave to Brooklyn its distinction as a city of churches, one of the most widely-known was the late William Ives Budington, D. D., who was pastor of the Clinton Avenue Congregational Church twenty-four years. In addition to his work as pastor and preacher he interested himself in those movements for advanced education, moral and social reform and philanthropic endeavor, which naturally appeal to the sympathies of the genuine student of religion. He was conservative in tendency, but willingly accepted the results of scientific inquiry and honest investigation. Outside of his congregation and beyond the city where he was so long a worker, he wielded a large influence, for he occupied the platform as well as the pulpit, and his



REV. WILLIAM IVES BUDINGTON, D. D.

scholarship, keen thought and ability to impress his audience with his ideas commanded wide attention. He was born in New Haven, Conn., on April 21, 1815, and was graduated at Yale College in 1834, afterwards devoting three years to theological study in New Haven and at Andover Academy, Massachusetts. On April 22, 1840, he was ordained and installed pastor of the First Congregational Church, Charlestown, Mass., where he remained until late in 1854. After a brief period of work with the Western Presbyterian Church, Philadelphia, he accepted a call to Brooklyn and was installed as pastor of the Clinton Avenue Congregational Church on April 22, 1855. He resigned in 1878, because of ill health, and his death occurred on November 29, 1879.

Few men have exerted more profound and enduring influence upon the intellectual life of Brooklyn, or reflected greater credit upon the city by their services in wider spheres, than JOHN HOWARD RAYMOND, LL.D., who, although born in New York in 1814, became in boyhood a resident of Brooklyn, when his father, Eliakim Raymond, established here the family headquarters. While a young man he helped, as one of the founders, in 1830, of the Hamilton Literary Association, to establish a centre of culture from which many streams of benefit to the community flowed in after years. He left Brooklyn in 1835, but his old associates did not forget him; and twenty years later, when they founded the Collegiate and Polytechnic Institute, they called him to be its first president, and, as such, to impress upon it from the outset the features which its splendid growth has never effaced. Dr. Raymond was by nature a great educator, and he had also been prepared for this new enterprise, not only by long practice, but by contact with the

most eminent representatives of different systems current in his generation. His own education had been obtained under such famous instructors as Goold Brown, the grammarian; Barnes, Griscomb and Bacon, the "Lancasterians;" Anthon, at Columbia, Eliphalet Nott at Union College, and Chief Justice Daggett at the New Haven Law School. He had been some fifteen years a professor at Madison (now Colgate) University, and for five years at Rochester University, in the foundation and organization of which, in 1830, he had taken a leading part. To the knowledge of methods and of men thus attained, and to the unfailing tact, patience and industry with which it was exercised, must be largely ascribed the harmonious administration and the instant and constant success of an institution which under the worthy successors of its founders has become the glory and pride of Brooklyn. Many of its characteristics are now so generally adopted in the best schools everywhere that one can hardly believe they were innovations in 1855. In 1863, Dr. Raymond took a well-earned and much-needed vacation, accompanying his long-time friend, Henry Ward Beecher, in a visit to Europe. It was at the close of this tour that Mr. Beecher delivered in Great Britain that memorable series of public addresses concerning the war for the Union, then in progress, which placed him at the head of modern orators. It was before that campaign began that the occasion occurred of which Mr. Beecher, in a private letter, wrote as follows: "A breakfast was given us in London. . . . More than one hundred sat down at the tables. When it was my turn to speak, I laid the case of my country before the gentlemen with some plainness of speech and fervor of manner. Thinking that the effect would be better if my views were corroborated by a self-contained and scholarly man, not given to undue feeling in speech, I had Dr. Raymond called out. His first sentence was like an explosion, and his speech a tremendous outburst of indignation at the lukewarmness of English friends, such as I had never heard from him before. It electrified his audience and me too! . . . If my speech had been fervid, his was red-hot; if mine was a summer thunder-storm, his was a tropical tornado! But he had a magnificent power of indignation! Gentle, genial, and little apt to be aroused by anger, yet when he did confront meanness and dishonorable conduct, he had a fury of wrath that consumed it to the uttermost!"

Dr. Raymond was selected, in 1861, by Matthew Vassar, as one of the trustees of the proposed Vassar College; and in 1864, when the college was about to be opened, he accepted the presidency. His achievements in this new sphere are part of the history of education in this country. In reviewing a volume of his "Life and Letters," the *New York Times* remarked: "It is the creation of Vassar College out of his own brain, the advance from theory to practice, the working out of the pathway for the higher education of women where none existed, that wise conservatism and intelligent progress by which these results were reached, and the entire consecration of his life to these ends—which is Dr. Raymond's chief monument." Until his death, in 1878, he was the beloved head of that pioneer enterprise in the higher education of women; and among the glories of this city may be included the leading part thus taken in a movement of vast significance by one who was by early adoption, youthful association and loyal affection, a son of Brooklyn.

ROBERT RAIKES RAYMOND, another son of Eliakim Raymond, was born in New York city, in 1817, and was a child when his father removed to Brooklyn, in 1824. He was graduated in 1837 at Union College, was for some time a journalist in Philadelphia, and afterwards in Cincinnati, where he read law and began the practice of that profession with Salmon P. Chase. Subsequently, he studied for the ministry, at Hamilton, N. Y., and was for ten years pastor in Hartford, Conn., and in Syracuse, N. Y., where, in 1850 and later years, he took an active part in the political movements of the time, becoming widely known in western New York as an eloquent anti-slavery orator. He was, in 1852, the candidate for congress of the "Free Democratic" party, and sat as a delegate in the convention which gave birth to the Republican party. Retiring from the active ministry on account of his health, he edited for some time a daily paper in Syracuse, and subsequently became principal of the Syracuse high school, from which position he was



JOHN HOWARD RAYMOND.

called in 1856, to the chair of the English Language and Literature, in the Polytechnic Institute, of which his brother, Dr. John H. Raymond, was president. This position he held for many years. At a later period he became principal of the Boston School of Oratory, but never surrendered his residence in Brooklyn, where he spent, in failing strength, the two years immediately preceding his death in 1888. He was a leading member of Plymouth Church and a prominent and effective defender of Mr. Beecher. Apart from his earlier political career and his quiet but most influential work as an instructor, Prof. Raymond enjoyed a national reputation as a dramatic interpreter of Shakespeare, and his public readings and Shakespeare classes were for many years a characteristic feature of the intellectual life of Brooklyn. He was also active and influential in the inception of two institutions, which have been potent agencies for good in this city; the Academy of Music and the Philharmonic Society. Of each of these he became at the outset a trustee, and retained that position as long as he lived. Of each, he was for years a secretary, and as secretary of the Philharmonic Society he contributed to its programmes, as a labor of love, critical descriptions and analyses, selected with care from the best authorities, of the musical compositions presented. Of Prof. Raymond's two surviving sons, one, Dr. R. W. Raymond, is a resident of Brooklyn, and was a member of the first electrical subways commission; the other, Major Charles W. Raymond, Ph.D., is a distinguished officer in the corps of engineers of the United States army, a leading practical authority on the scientific maintenance and improvement of rivers and harbors, and also creditably known outside of the usual duties of his corps, by his adventurous survey of the Yukon river, in Alaska, and by his successful astronomical work in Tasmania, as the head of one of the United States parties sent out to observe the transit of Venus in 1874-5.

RIPLEY ROPES.—With the courageous independence which was the inheritance of his New England birth and training, Ripley Ropes became a power for good in the municipal affairs of Brooklyn at a time mis-government had become so conspicuous that good citizens rebelled. What he did was prompted by an unselfish desire for the public good, and when he undertook the responsibilities of office his administration of the trust was the best evidence that its emoluments were to him of only secondary importance. In his private life he was equally faithful to every duty. He left nothing undone to successfully complete a venture upon which he had once embarked, and when any enterprise claimed his care it was given freely and without regard to his own health or convenience. Benjamin Ropes, who held a captain's commission in the war of 1812, lived for many years at Salem, Mass., and there his son Ripley was born on September 30, 1820. He began to earn his own living at the age of ten, when the delivery route of the Salem *Register*, then owned by his four brothers, was entrusted to his care. The work interfered in no wise with his education and his schooling continued uninterruptedly for the next two years, when he was apprenticed to Taylor & Fox, the leading firm of drapers and tailors in Salem. He spent three years in their employ and then passed some time travelling through the south on commercial business. When he again made his home in Salem he was twenty years old, and at that age he engaged with his brother Reuben in the South American trade. The enterprise grew to such proportions that in 1863 the parties became residents of Brooklyn and established the headquarters of their business in New York. Nine years later Ripley Ropes became politically prominent in the city of his adoption. In 1872 he was elected as the aldermanic representative of the first ward, where he polled the usual Republican majority. He served two terms and on his retirement was publicly complimented by his colleagues on the efficiency of the service he had rendered. His course of action while holding this office was directed with an entire disregard of party lines and was suggested by principle rather than by predilection. In 1877 he was appointed by the board of aldermen to fill a vacancy in the board of supervisors and in the same year he was chosen as a member of the state board of charities and corrections, a position to which he was re-appointed by each succeeding gubernatorial administration until he declined a repetition of the honor a few weeks before his death. It was in the early years of his occupancy of this position that he rendered his greatest service to the public by exposing the terrible abuses practiced in the management of the local bureau of charities. His discoveries appalled even those who knew that wrong had been committed in the expenditure of the people's money, and his efforts resulted in such a sweeping reformation that a recurrence of anything resembling the old frauds became a matter of impossibility. He was nominated for mayor in 1881 by the Republicans and Independent voters, but withdrew in order that Seth Low, whom he placed in nomination himself, might become the Republican candidate. Under Mayor Low Mr. Ropes held the office of commissioner of city works. He afterwards accepted the Republican nomination for comptroller but was unsuccessful at the polls. In 1873 he was called to the presidency of the Brooklyn Trust Company. His administration of its affairs was so eminently successful that it now stands at the front of all such institutions in this city; he was re-elected president for the seventeenth time, ten days prior to his decease. He interested himself in many local charities and was president of the Union for Christian Work, a director of the Society for the Prevention of Cruelty to Children and a member of the Association for Improving the Condition of the Poor. He was a member of the New England Society and the Brooklyn Club. He was one of the most active members of



Ripley Ropes

the Church of the Saviour and there public funeral services were held before his remains were carried to Salem for interment. He died at his home on Pierrepont street on the morning of May 18, 1890, leaving four sons and three daughters.

ALFRED S. BARNES, founder of the publishing house of A. S. Barnes & Company, and widely known in this city for his benevolence and public spirit, was born January 28, 1817, in New Haven, Conn. His father died and the lad was thrown upon his own resources. He acquired a fair elementary education and at twelve years of age he worked upon a farm near Hartford. Two years later he was employed in the book store of D. T. Robinson. In 1835 the firm of Robinson & Company removed to New York and he accompanied them. Here Dr. Charles Davies, the mathematician, became interested in him and in 1838 proposed a partnership with him. The firm-name was then, as now, A. S. Barnes & Company, and was first located in Hartford, Conn. Dr. Davies prepared excellent text-books and Mr. Barnes made them known to the institutions of learning of that day by travel, advertising and correspondence. From the first the company prospered. In 1840 it was removed to Philadelphia, and in 1844 to New York. In

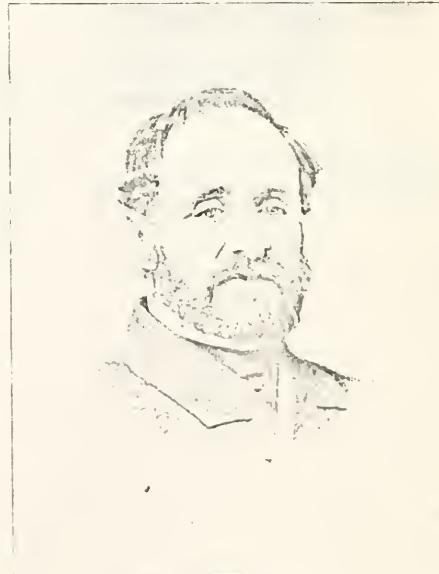


ALFRED S. BARNES.

1888, when the business had continued a half century, Mr. Barnes' partners were his five sons—Alfred C., Henry B., Edwin M., Richard S., and William D., and his nephew, Charles J. Barnes. The issues of the house have always been serious, and it has published such periodicals as the *International Review*, the *Magazine of American History* and Barnes' *Educational Monthly*. The publication of educational works has long been a prominent and profitable feature of the business of the house. In 1880 the firm of A. S. Barnes & Company gave up its contracted manufacturing quarters in New York and removed to the familiar building erected by A. S. Barnes for the purpose, on the corner of Liberty and Nassau streets, Brooklyn. Mr. Barnes married Harriet E., daughter of General Timothy Burr, of Rochester, N. Y., November 10, 1841. She died October 27, 1887. Mr. Barnes' homes in Brooklyn were, from 1846 to 1853, at No. 22 (now No. 29) Garden street; from 1853 to 1883 at No. 533 Clinton avenue (widely known as the "Barnes' homestead") and from 1885 to 1888 at No. 813 St. Mark's avenue, formerly the residence of Henry W. Sage. His church connections were with the Church of the Pilgrims (Rev. Dr. Storrs) where he was elected a deacon in 1850, and served as first superintendent of the Warren street Mission School. Later he joined

the Clinton Avenue Congregational Church and was instrumental in calling the Rev. Dr. Budington and in erecting the well-known church edifice on the corner of Lafayette avenue. In religious and benevolent work he was always conscientiously active, and was president of the Brooklyn City Mission and Tract Society and of the "Good Samaritan"; vice-president of the Society for the Suppression of Vice and of the Association for Improving the Condition of the Poor of Brooklyn; trustee of the American Board of Foreign Missions, of the American Missionary Association, the Home Missionary Society, the American Tract Society, the Young Men's Christian Association of Brooklyn; also of the Home for Aged Men and the Faith Home for Incurables, which he liberally endowed. The Church of the Covenant on Classon avenue was for a long time supported by him, until it became self-supporting. He had a very keen sympathy for the best educational work, and was one of the founders of the Polytechnic Institute and of the Adelphi Academy, contributing largely to the original endowment of the latter. In his later years he became much interested in Cornell University and erected for the use of the University Christian Association the fine building on the campus known as Barnes Hall. He was a trustee of the Polytechnic, the Packer Institute, Cornell University and Fisk University of Nashville, Tenn. To these activities he added a taste for large business enterprises outside of his publishing interests. Prominent among these was the New York elevated railroad system, of which he was director from its earliest inception. He was an early investor in the Kings County elevated railroad of Brooklyn. As treasurer and director of the Central Branch of the Union Pacific road in Kansas, he did much to pilot that enterprise to success. He was director of the Dime Savings Bank of Brooklyn, the Home Insurance Company and the Hanover Bank of New York. His investments in real estate in Brooklyn were quite extensive. On November 7, 1883, he married a second time, his wife being Mrs. Mary Mathews Smith, who became prominent in Brooklyn social circles. In 1887, during a trip to the Yellowstone and Alaska, his health suddenly failed, and after a lingering illness of several months he died at his home in St. Mark's avenue on February 17, 1888.

JOHN H. PRENTICE.—Among the men whose names are inseparably connected with that development of Brooklyn which placed her in the front rank of American cities, none did more important work than the late John H. Prentice. For more than forty years he was identified with great undertakings, which had for their aim both the material and the intellectual progress of the city. He was born in Alstead, New Hampshire, in 1803. When he was quite young the family removed to Canton, St. Lawrence County, in this state. He began his business career as a clerk in Ogdensburg. About the year 1825 he went to Albany; and in a short time was one of the principals in the largest fur business there, the firm being Packer, Prentice & Company, having a branch in New York city. As Mr. Packer wished to retire from active business, Mr. Prentice removed from Albany to Brooklyn in 1839, purchasing a large property on the Heights extending to the water and there he resided for more than forty years. Brooklyn at that time was a very small city and had few schools. Mr. Prentice began an endeavor to establish one in this city. In 1846 the Brooklyn Female Academy was dedicated and from it grew the Packer Institute. He was also one of the active spirits in the establishment of the Polytechnic Institute. With the Packer Institute he continued, until his death, as one of the trustees, and treasurer. He was one of the earliest proprietors and trustees of Greenwood Cemetery, and was a constant worker for its improvement. Early in the period of his residence in Brooklyn he became one of the directors of the Brooklyn Savings Bank and for many years was a diligent and interested attendant at the meetings of the board. When it was proposed to establish the Ridgewood Water Works, he entered heartily into the movement; and was made president of the board of water commissioners. Under their direction and control the works were constructed. In 1861 the board of park commissioners was established by the legislature. He was appointed a member, and held the position through all the political changes as long as he lived. For a long period he was chairman of the board. Possessed of a general knowledge of civil engineering and a quick perception of the beautiful, he abounded, especially in the



JOHN H. PRENTICE.

earlier days of the commission, in fruitful suggestions and feasible schemes of improvement. He was enthusiastic in his support of the project of spanning the East river with a bridge, and was one of the few who comprehended the inestimable value it would be to the city of Brooklyn. He was chosen treasurer of the board of trustees and held that office until his death. From the time he left active business, in 1860, until he died on March 13, 1881, he was constantly devoted to some public service. If there was any work to be done, he took his part cheerfully and courageously. Difficulties seemed rather to spur him



WILLIAM C. KINGSLY.

on, than daunt him. He was not ambitious for office display or emolument; his preference being for opportunities for useful service with no requital but the esteem of his fellow-citizens and his own abiding consciousness that he had been faithful in all his trusts. In all his connection with public enterprises, his marked characteristic was the desire it should accomplish something for the public good.

With many of the great public improvements which have advanced the material prosperity of Brooklyn during the last thirty years, the late WILLIAM C. KINGSLY was actively associated. He came to this city in 1858, when twenty-five years old, having been born at Fort Covington, Franklin County, N. Y., in 1833. Previous to coming to Brooklyn he had spent some time teaching school and contracting in Pennsylvania, and in building a railroad in Illinois. He continued to prosecute the business of a contractor in this city and built a large portion of the city's water works and sewerage system, which were established soon after his advent in Brooklyn. After executing important contracts known as the Wallabout Improvement and the main storage reservoir at Hempstead, L. I., Mr. Kingsley turned his energy towards rendering practicable the much discussed plan of bridging the East river. Ex-Judge Alexander McCue once said of him: "Mr. Kingsley had long impressed upon me the necessity and feasibility of the bridge. His unhaunting and unresting mind, matchless in its clarity and invincible in its force, was my wonder and admiration." With this preface he told of a visit he made in 1867 with Mr. Kingsley to the Hon. Henry C. Murphy, who was so thoroughly convinced by Mr. Kingsley's statement of facts and presentation of argument, that he agreed to draw the enabling bill which was passed the same year. By his individual efforts Mr. Kingsley raised the first five millions necessary to undertake and further the work in its earlier stages. He and his business partner, the late Colonel Abner C. Keeney, subscribed for 1,600 shares in the capital stock of the corpora-

tion, the largest subscription recorded for private individuals. This amount, however, represented only a portion of his financial interest in the enterprise. He became superintendent of construction on the official staff of the bridge company, and in this capacity and in spite of countless difficulties, he pushed the great span forward to completion. He was successively trustee, a member of the executive committee, vice-president and, from 1882 until his death, president of the corporation. In this last capacity Mr. Kingsley with characteristic generosity gave his services to the public without remuneration and allowed the salary of \$5,000 per annum, which was attached to the office, to be credited to the bridge fund. Mr. Kingsley was a prominent Democrat. He was a leader of the best elements in his party and throughout his active political career he made his influence perceptibly felt in Kings County and the state of New York. He was a delegate to numerous state and national conventions from 1872 until 1884, and was an ardent and leading advocate of the presidential nominations of Samuel J. Tilden and Grover Cleveland. He never held public office, though local and national dignities were more than once within his reach, had he chosen to grasp them. He was the principal founder and a director of the American District Telegraph Company; he was a director in the Atlantic Avenue Railroad Company, the Brooklyn Trust Company, and the Metropolitan Gas Light Company, and assisted in various ways in developing Coney Island and Prospect Park. He was a director and the largest stockholder of the *EAGLE*. Mr. Kingsley died at his home, 176 Washington Park, on February 21, 1885; he left a widow, two sons and two daughters.

CHARLES PRATT.—When, on the morning of May 5, 1891, the newspapers announced that Charles Pratt had died the night before, in his office in New York, every one realized that Brooklyn had met with an irreparable loss. No man thought of the dead as one who had simply amassed millions in one of the most gigantic corporations that the world has ever known, but rather as a philanthropist who accumulated wealth for the purpose of benefitting his fellow-men. What William E. Dodge and Peter Cooper were to New York, George Peabody to Boston, and W. W. Corcoran to Washington, Charles Pratt was to the city of Brooklyn. He was born in Watertown, Mass., on October 2, 1830, and at the age of ten began work on a farm near his birthplace. He remained in this employment about three years, obtaining a few weeks at school during the winter months. He next spent a year in Boston as a grocery clerk, and then learned the trade of a machinist at Newton. At the age of eighteen he entered the Wilbraham Academy, near Springfield, where he endeavored to complete his education in the face of difficulties which might have daunted one of less persevering disposition. His connection with the academy terminated in about a year and he obtained a clerk's position in a Boston paint and oil store. He became interested in the Mercantile Library, and to his association with this institution and later with the New York Mercantile Library, is attributable the inception of those ideas which afterwards expanded into the broadest fields of practical philanthropy. In 1851 he came to New York and secured employment with Schanck & Downing, oil, paint and glass dealers. Three years later, in association with C. T. Raynolds and F. W. Devoe, he purchased his employer's establishment and continued in business for ten years, under the firm-name of Raynolds, Devoe & Pratt. In 1864 Mr. Devoe withdrew his interest and the firm was known as Raynolds, Pratt & Co., until 1867, when a division occurred, the paint department and general business being the share of C. T. Raynolds & Co., while the oil interests were managed by Charles Pratt & Co. The latter firm continues in existence, but merely as a financial institution, its connection with the petroleum trade having been absorbed by the Pratt Manufacturing Company. Some years ago Mr. Pratt established the oil works at the foot of North Twelfth street, and "Pratt's Astral Oil" attained a world-wide celebrity. When the Standard Oil Company first began the policy of absorption that eventually gave it the control of all the minor petroleum producing organizations in the United States, Mr. Pratt was associated in its official management with the Rockefeller brothers and Henry M. Flagler. For the last twenty-five years of his life there were few educational or charitable projects undertaken in Brooklyn in which Mr. Pratt



CHARLES PRATT.

was not actively interested. During the greater part of that period he was president of the board of trustees of the Adelphi Academy, and his munificent gift of \$160,000 constituted the major portion of the fund which built that institution. It had long been his intention to add to the academy a department exclusively devoted to mechanical and technical training, but finding the idea impracticable he began, in 1884, the erection of the Pratt Institute, on Ryerson street. This magnificent school was incorporated in 1887, and has been a source of pride to Brooklynites and a model for similar establishments in other cities. Another great work of Mr. Pratt's life was his contribution of nearly \$100,000 to the building fund of Emanuel Baptist Church, one of the finest ecclesiastical structures in Brooklyn. He gave liberally to all local charities, and just before his death completed the purchase of an athletic field for the use of the students of Amherst College, where several of his sons had been educated. The last act of his life fittingly terminated a career of unostentatious benevolence. On the afternoon of May 4, a friend called upon him at his office in the Standard Oil Company's building, in New York, and requested a contribution in aid of the Brooklyn Bureau of Charities. Replying to the effect that he was only too glad of the opportunity to assist such an institution, Mr. Pratt gave him a check for \$5,000. Half an hour later he complained of a slight illness which gradually grew worse; he died in his private office, surrounded by his business associates and the members of his family who had been hastily summoned thither from this city. Flags were hoisted at half mast on the public and private buildings in Brooklyn; expressions of regret were universal among every class and creed; and pulpit and press vied with each other in paying tribute to the dead. Memorial services were held in the Emanuel Baptist Church on the afternoon of Sunday, May 17, and the capacity of that edifice alone limited the number of attendants. The designs which Charles Pratt had formed for the enlargement of his philanthropic work in Brooklyn, and which he had been prevented from completing by death, have been conducted to a successful issue by his sons, who have executed to the letter their father's openly-expressed ideas.

SILAS LUDLAM, late city surveyor, was born in the city of New York, on January 14, 1806. He began his business life as a surveyor in the village of Brooklyn, in 1827, and continued to follow his profession in both New York and Brooklyn until 1848, when he concluded to confine his labors entirely to Brooklyn. From that time forward he was to be found daily at his office, attending to his duties until November 1, 1892, when, after a few days' illness, he died at the age of eighty-seven. He was then the oldest of the surveyors in either city. He was closely connected with the development of Brooklyn and was one of the commissioners engaged to select the land for Prospect Park. He possessed a thorough knowledge of all matters relating to titles and his opinions in regard to Brooklyn realty were always well received by the legal fraternity and by all those dealing in city property. His collection of maps form in themselves a very good history of the western section of the city from its earliest days to the period of its present eminence among municipalities.

ELIHU SPICER, for many years president and manager of the New York and Texas Steamship Company, was a resident of Brooklyn from 1863 until his death, on February 15, 1893, and was prominently identified with several of the local institutions, and especially with the Polytechnic Institute, to which he gave a library known as the "Uriah D. Spicer Memorial Library," in memory of his eldest son, who died in October, 1878, at the age of twenty-three years. This young man, who was widely known and greatly esteemed in Brooklyn, was a member of the class of 1873 at the institute and was afterwards a graduate of Columbia College. His education crowned natural endowments, which made him regarded as a young man of rare promise. Captain Spicer, which is the title by which he was best known, was born in Mystic, Conn., on April 13, 1826, and was the son of Elihu and Jemima Fish Spicer. Both of his parents were of English ancestry, but their families had been settled in Connecticut for many generations. His father had been a sea captain and lived to a very old age, and the son, as soon as he had completed his schooling, yielded to his inherited love of the sea. At the age of sixteen years he sailed from the same pier on the East river where his business was subsequently located, the ship being the "John Minturn," of which he eventually became an officer. When he was twenty-four years old he was placed in command of the bark "Fanny," owned by Charles Mallory and others, and was employed in the Mobile line of packets of E. D. Hurlburt & Co. In 1850 the bark was chartered by A. A. Low & Co., and under Captain Spicer's command sailed for San Francisco, from there to China and then back to New York. He continued in the San Francisco and China trade until 1862, when he retired from active sea service, having in the meantime become part owner in several vessels. During the war he was engaged in the transport business in connection with C. H. Mallory, and in 1865, in company with Mr. Mallory, he established the Galveston line of steamers, to ply between New York and Galveston, Texas. Out of this firm grew the company of which he was president when he died. He married Mary M. Dudley, daughter of Lyman Dudley, of Mystic, Conn. Three children were born to them, of whom two died in infancy. Mrs. Spicer died in 1871 and their son died, as already stated, in 1878. Captain Spicer was a member of the Oxford, Brooklyn and Hamilton clubs and of the New England Society of Brooklyn, and was a stockholder in the Brooklyn



ELIHU SPICER.

Academy of Music, a member of the American Geographical Society of New York, the New York Chamber of Commerce, the Produce Exchange and the Maritime Exchange. He was one of the pilot commissioners of the port of New York, having been appointed solely because of fitness. He gave a public library to his native town at Mystic, Conn., in the last year of his life.

JOSEPH A. PERRY.—For more than forty years Joseph A. Perry was closely associated with the more prominent interests of the community wherein he had chosen to reside. His brain it was that devised that admirable system of consolidation which gave to the people of Brooklyn better ferriage accommodations than they had ever before known; his energy raised the sinking fortunes of the then infant corporation which had planned Greenwood Cemetery, and placed it upon a solid foundation; and his diligence in advancing the cause of the Episcopal Church has probably been rarely equalled by any other individual in the diocese of Long Island. For more than two centuries the name of Perry has figured honorably in the history of the town of Woodbury, Conn., and in the list of professional men who have borne that patronymic there appears Dr. Joseph Perry, who practised medicine there at the time of the Revolution, and who, while aiding the patriots in their struggle for independence, managed by his personal influence to restrain the Tories from performing many of those acts of violence which so disgraced the records of civilized warfare. He died and left a son, Nathaniel, who followed his father's profession, and like him attained local eminence. From this stock was descended Joseph Alfred Perry, who was born in this state, in the town of Delhi, on May 19, 1807. His father was the Rev. Joseph Perry. When eleven years old he left home and, after spending some time as a clerk in a New Haven store, went to Albany and worked for some years in a similar capacity under his uncle's direction. In 1824 he came to New York and entered the office of his uncle, J. D. Beers, who at that time stood at the head of the firm of J. D. Beers & Co., one of the largest banking establishments in the city. He ultimately engaged in business for himself and within a few years began operations on Wall street as a broker, in association with Jacob R. Le Roy. In 1834 he married a daughter of H. B. Pierrepont, and through his connection with this prominent Brooklyn family his interests from that time forward became thoroughly identified with those of this city. In 1842 he relinquished business and devoted his whole time and attention to the effort of improving the great cemetery which had been projected but a few years previously. He assumed the position of comptroller of the corporation and his labors in this capacity practically concluded only with his death. A public monument, erected by the trustees of the cemetery to commemorate his worth, stands in front of the northern entrance of the grounds. He was one of the original incorporators and directors of South Ferry in 1835, and when the amalgamation of the various ferry interests on the lower portion of the East river was consummated, he became a director in the new organization. For thirty years he was treasurer and secretary, and during the last four years of his life he was one of the two managing directors. His religious associations in Brooklyn at first identified him with St. Ann's Church and, later, with the establishment and subsequent conduct of Christ Church in South Brooklyn. In 1851 he removed to Bay Ridge, and two years later he was the prime factor in the movement which resulted in the building of Christ Church in that locality; he contributed most generously to the funds which the undertaking called for, and he exercised a personal supervision over the work of construction. He was senior warden of the church until his death, and, having built the parochial Sunday-school by his generous donations, he remained its superintendent for a period of seventeen years. He died at Bay Ridge on August 26, 1881, and is buried in Greenwood on the acclivity of Lawn-Girt Hill. His decease provoked universal regret in the community, and resolutions expressive of the loss sustained were adopted by the executive authorities of those organizations with whose management he had been so long connected. His portrait now occupies an honorable place in the rooms of the Long Island Historical Society by the side of those of Henry E. Pierrepont, B. D. Silliman and Cyrus P. Smith, who were long his associates in the cemetery and ferry enterprises.

RUFUS T. BUSH.—It is a happy faculty which enables a man to so balance the social and business interests of his life as to stand out a complete man wherever he may be. This is a faculty which was possessed in remarkable fullness by Rufus T. Bush, whose sudden death on September 15, 1890, took from Brooklyn an upright man of affairs, and a good citizen. From his early youth he had been accustomed to think and act for himself and in his boyhood he displayed a sagacity beyond his years; but he was always ready to listen to the counsel of those who were older and wiser than himself and to defer to advice and authority. He was born in Tompkins County, N. Y., on February 22, 1840, and was a farmer's son. His parents moved to the western part of the state and he attended a village school. His father's circumstances made it necessary for him to begin the work of supporting himself long before his education was completed, for at the age of eleven years he began to work at farming. The family moved to Buffalo while he was a boy and from there to Michigan. For two years he attended the Michigan State Agricultural College in Lansing and he qualified himself as school teacher by two terms of study at the State Normal School in Ypsilanti. Among his fellow-students was Miss Sarah M. Hall, daughter of the late Jonathan Hall of Ridgeway, Mich., and they were married after leaving the Normal School and began teaching together. A



R. T. Bush

short experience as a teacher satisfied him that he had not yet found his true vocation, so with their savings, amounting to \$200, the young pair went to Chicago and he began to sell sewing machines with much success. After he had been in business about two years he went to Toronto, Canada, and for a year was engaged in the manufacture of sewing machines. He accumulated capital amounting to \$12,000 and, desiring to find some new field of enterprise, he came to New York. While he was in Toronto he had seen some wire clothes-lines, which at that time were new on the market, and he conceived the idea of selling them by the assistance of the thousands of under-paid clergymen all over the country, and in a short time he had a trade which averaged more than five hundred dollars a day. This was in 1866, in which year he made Brooklyn his home. At the end of five or six years he had increased his capital to \$30,000. He had begun to own some real estate in Brooklyn, and his investments eventually became very large; his purchases included the beautiful house on Columbia Heights where he lived for a number of years before his death. In the winter of 1870 he was returning home from a Masonic Lodge one evening with Walter P. Denslow, who had devised a process for refining petroleum, but who for five or six years had been prevented by the lack of capital from deriving any material benefit from his invention. An inspection of Mr. Denslow's plant led Mr. Bush to invest \$10,000 in the enterprise and the firm of Denslow & Bush was established. The works were on Gowanus creek and were burned three times. Mr. Bush was obliged by these misfortunes to add to his original investment and eventually had all his capital tied up in the venture, with only a slight prospect of getting out of it entire. A fortunate turn in the market at a time when the firm had an unusually large accumulation of stock on hand decided the struggle in their favor and a cash profit of \$150,000 made in a few weeks enabled the partners to bear with equanimity a fourth visitation of fire. The location on Gowanus creek was abandoned in 1873, and new works were built at the foot of Twenty-fifth street. A contest with the Standard Oil Company was the next rough place in the road to opulence, but his sagacity was equal to the occasion and he was able to make an arrangement by which his firm and the Standard Oil Company could be of mutual assistance. Books and pictures were a source of enjoyment to him, even while he was still under the full pressure of business activity, and he found time for club sociability and the pleasures of yachting; he was a member of the Hamilton Club and the Atlantic, American and New York yacht clubs. He was an enthusiastic yachtsman and a lover of travel. His first yacht was a steam propeller named "Falcon," in which he made frequent voyages. After several trips on the "Falcon" he concluded that the ideal craft for the yachtsman is a sailing vessel and he at once designed and had built the schooner yacht "Coronet," whose victorious race with the "Dauntless" across the Atlantic, in 1887, was one of the most interesting events in the history of sailing contests. Her first trip was a trip to Europe, which he made in 1886, with his family and a few friends. After the great race he and his family made a tour of the world on the yacht, visiting Japan, China, India, Arabia, Egypt and Europe. When he was in Europe he made especial note of the methods of conducting business and he printed for private circulation a well-written brochure, in which he drew strong contrasts between Europe and America, entirely favorable to his own country, but marked by a spirit of the utmost fairness. Another evidence of his interest in literary matters was his effort to establish an illustrated American magazine, which he inaugurated more as a means of recreation than in the desire to make money; he carried on the enterprise four months and then, on account of ill health, gave it up. He was a consistent attendant at Plymouth Church and was a warm friend of Henry Ward Beecher. He was liberal in the support of religious and educational movements and among his benefactions was the foundation of the Hall Memorial Library in Ridgeway, Mich., which was dedicated and opened on November 16, 1887, as a memorial of Mrs. Bush's father. The ground, the building, and a collection of more than one thousand volumes were comprised in his gift. His death was sudden and resulted from an error in taking a draught to relieve his nervousness.

One of the contributors to the material prosperity of Brooklyn was the late DAVID C. LYALL, whose sudden death caused by heart disease on August 28, 1892, removed from the community an energetic business man and a public spirited-citizen. At the time of his death he was in the sixty-eighth year of his age; the event was so unexpected that his family was away from the city and he was alone with a servant at the family residence, No. 242 President street. For many years, and until his death, he was a member of the firm of Buchanan & Lyall, whose tobacco factory is one of the largest industries in Brooklyn. He was a man of strong commercial ability and stood high in the mercantile community, where his integrity and enterprise received full recognition. In private life he displayed much culture, especially in the direction of the fine arts, and he was the possessor of an admirable art collection of which a description is given in the chapter on Literature and the Fine Arts.

AUGUSTUS ELY SILLIMAN made for himself the record of a man who, during a long and most responsible business career, performed his every duty with energy, ability and fidelity. He was born on April 11, 1807, at Newport, R. I., and was a brother of Benjamin D. Silliman. At an early age he engaged in commercial pursuits and held the position of president of the Merchants' Bank in New York until May, 1868, when impaired health compelled his retirement from active business. Conservative, cautious and firm at



David S. Lyall



all times in business matters, wise and energetic in trying financial crises, he won the confidence and esteem of his coadjutors, among whom his integrity and sound judgment were proverbial. In 1853 he aided by his counsel in the establishment of the New York Clearing House Association, of the managing committee of which he was an active member six years. When he resigned the presidency of the Merchants' Bank, and retired from business, the directors of that institution put on record in the most emphatic language their sense of the ability and devotion and courteous bearing with which he had fulfilled every trust during his connection of over forty years' duration with the bank. He possessed a strong love for literature and the fine arts, and his earnest passion for books, evinced even in his early boyhood, continued to his latter days. He was especially interested in astronomy. In his early life he published a volume entitled "A Gallop among American Scenery, or Sketches of American Scenes and Military Adventures." This was in 1843, and so fresh, original and agreeable was the style in which the book was written that a second



Edwin C. Litchfield.

edition of it was published in 1881, with the addition of several new chapters. In 1869 he published a translation from the French of "Fenelon's Conversations with M. de Ramsai on the Truth of Religion," with his letters on the "Immortality of the Soul and the Freedom of the Will." He was a member of many public institutions and organizations, including the Century Club, the Long Island Historical Society and the New York Mercantile Library Association. He was president of the last named for some time. During his long term of suffering from the illness which eventually proved fatal, Mr. Silliman whiled away the many weary hours by engaging in literary labor, and rarely was his pen idle until death stayed the hand that held it. His charity, unostentatious as it invariably was, was far-reaching and deep, and his demise was a misfortune to many whom his benevolence had aided in times of poverty and distress.

When the late Hon. EDWIN C. LITCHFIELD, LL.D., built for himself, in 1854, near Ninth avenue and Third street, the fine residence which came to be known as Litchfield Castle, he chose a home more than a mile distant from the well built portion of Brooklyn. At that time Prospect Park was not thought of, and it is to him as much as to any man that the creation of that beautiful pleasure-ground is due. The first suggestion of it came from General Egbert L. Viele, who was Mr. Litchfield's guest at dinner one day about

the year 1858. Central Park was then a new creation, and General Viele suggested that the magnificent piece of woodland adjacent to the mansion should be converted into a great park. This idea impressed the host so favorably that he took vigorous hold of the scheme; he associated with himself the late Thomas G. Talmage, and other friends; they prepared the necessary bills, and went to Albany personally to obtain the required legislation. When the park commissioners were to be named, it became necessary to place one or more Republicans upon the commission, and Mr. Litchfield was instrumental in having James S. T. Stranahan named as one of them. Mr. Litchfield was born in 1815, at Delhi, Onondaga County, N. Y., and was a descendant of Lawrence Litchfield, who came to America from England in 1634, and was a member of the Ancient and Honorable Artillery Company of Boston in 1640. His father, Elisha Litchfield of Cazenovia, was an officer in the war of 1812, served in Congress from 1821 until 1823, and besides serving several terms in the assembly, was speaker of that branch of the state legislature in 1844.



EDWIN C. LITCHFIELD.

Edwin C. Litchfield attended school at his native place, and had General Henry W. Slocum for a chum during his school-days. Afterward he studied at the Cazenovia Seminary, and was graduated at Hamilton College in 1831. His love for his *alma mater* was shown in later life by his endowment of the Litchfield Observatory for Hamilton College. He studied law with the late Judge Edmunds, whose partner he became, and with whom he practiced in New York in 1836-7. From 1838 until 1847 he practised law in Albany, and held the office of district attorney several years. In the state capital his sympathy with the Democratic party led to an intimate and life-long friendship with Gov. Horatio Seymour. In 1848 he removed to New York, and founded the well-known law firm of Litchfield and Tracy. Shortly afterwards, he became largely interested in railroad enterprises, such as the Michigan Southern, Northern Indiana, etc.; he was president of the Michigan Southern when that railroad was built into Chicago. About 1852 he made extensive real estate purchases in the eighth, twelfth and twenty-second wards of the city of Brooklyn, and shortly afterwards removed to this city. He expended large amounts in improving his Brooklyn property, grading and paving miles of street and building about a mile of docks and basins on and near Gowanus canal. He was a liberal patron of the arts and collected the greater portion of the

treasures now in possession of his son, Edward H. Litchfield. For some years prior to his death, which occurred at Aix-les-Bains, France, in 1885, he resided most of the time in Europe.

JOHN VANDERBILT.—In 1653 the Vanderbilt family settled in New Amsterdam, and eight years later crossed the East river and settled in Flatbush upon land purchased and deeded to them by Governor Peter Stuyvesant. From this stock was descended John Vanderbilt, who rose to eminence as a jurist and politician. He was born at Flatbush on January 28, 1819, and was graduated at Columbia College as valedictorian. Entering the law office of Judge John A. Lott and Henry C. Murphy, he eventually attained a junior partnership in the firm which at that time, aside from its professional interests, exercised through the individual efforts of its members a wide influence on the political movements which periodically swept over the County of Kings. Mr. Vanderbilt immediately gave evidence of an ability which qualified him for participation in the counsels with which his associations tended to render him familiar. He was appointed county judge in 1844 and was the first who ever held that office in this division of New York. In 1851 he became a state senator. At Albany he distinguished himself in many ways and received appointments to various important committees. He was one of those selected as commissioners to investigate the encroachments made by wharf builders upon the harbor of New York and to regulate the extension of bulkheads and pier lines; he was also placed on the committee appointed to investigate the affairs of President Nott of Union College. His legislative career having been so eminently successful he was nominated in 1853, as the Democratic candidate for the office of lieutenant-governor of the state. On account of ill health he withdrew from active political life, but continued, from a private station, to exercise his old-time influence on the movements of the party which he had always espoused. After a career full of usefulness and honor he was stricken by paralysis, and the last ten years of his life were spent within the confines of a room. He died in his home at Flatbush in May, 1877, after an illness which, in spite of its unusual duration and severity, left unimpaired the brilliant mental faculties of its victim.

SAMUEL B. DURYEA.—Every community holds a few individuals who, believing that they owe a certain duty to their fellow-men, so use the means committed to their care that the applause of the present becomes the surest guarantee of the approbation of posterity. Classed among these was the late Samuel Bowne Duryea, whose public spirit manifested itself in practical fashion and aided the progress of one of the most important public improvements that has been suggested in this city since the inception of the Prospect Park idea. The Duryea family is descended from Joost Durie, a Huguenot, who emigrated from the Palatinat of the Rhine in 1675, and, in company with his wife and mother, settled first in New Utrecht and afterwards on a farm between the old village of Bushwick and Newtown creek. The family name changed in the next generation to Duryee, and finally took its present orthographical construction. Abraham Duryee, grandson of Joost Durie, was a prominent merchant in New York during the revolutionary war and was a member of the provisional committee of one hundred, to whose care was entrusted the management of local affairs while the constitution of New York state was in process of construction. His nephew, John Duryea, was twice married, his second wife being a daughter of Cornelius Rapelyea, of Hell Gate. His brother, Rudolph, held the rank of colonel in the revolutionary army. Harmanus B. Duryea, grandson of John and Jannetta Rapelyea Duryea, was born at Newtown, Queens County, on July 12, 1815. He studied law in Brooklyn, rose to positions of the highest trust and responsibility, was elected district attorney of King's County and occupied a seat in the assembly as representative from the third district of Brooklyn. He rose through all the commissioned grades in the National Guard and reached the rank of major-general of the Second Division of New York state. He married Elizabeth Bowne, daughter of Samuel Bowne, and their son, Samuel Bowne Duryea, was born on March 27, 1845. He was prepared for college at the Brooklyn Polytechnic Institute and was graduated in 1866, with high honors, from the University of the City of New York. In pursuance of an early-conceived purpose to enter the ministry, he studied for a time at Yale Theological Seminary, but business affairs compelled his withdrawal from college and necessitated the devotion of his energies to private interests. Mr. Duryea was a Republican who never allowed his prejudices to master his better judgment. He was a member of the executive committee of the Republican General Committee of Kings County, and on one occasion was a candidate for a seat in the Brooklyn board of aldermen. He always displayed a vital interest in the welfare of Brooklyn. Possessed of an ample fortune, his last public act was one calculated to benefit the public generally, irrespective of class or condition. When the proposition to construct a driveway along the Shore Road, from Bay Ridge to Fort Hamilton, was first made he became its warmest advocate, he urged the matter upon the city officials and upon the public by communications to the press and to private individuals, and as a last evidence of the sincerity of his views he generously offered to present to Brooklyn eight acres of the finest land on the west side of the Shore Road. This property stretches a distance of 500 feet along the water front and cost Mr. Duryea \$30,000. He was a member of the Brooklyn Library, the Brooklyn Art Association, the Young Men's Christian Association, the Kings County Temperance Society, the Franklin Literary Society, the St. Nicholas and Holland Societies; of the Hamilton, Union



Samuel Bonne Duryea

League and Crescent Athletic clubs of Brooklyn and the Robins Island Club. He was the president of the Children's Park and Playground Society and the Tree Planting Society. Although a member of the Plymouth Church, he attended services at the Brooklyn Tabernacle after the death of Mr. Beccher. In 1869, he married Kate, daughter of Walter P. Flanders, of Milwaukee, Wisconsin. His death occurred very suddenly at his home on Remsen street on June 7, 1892, and was the cause of regret to the community. By his will the institutions, both educational and charitable, with which he had been connected and of which he was a liberal supporter, were made the beneficiaries of generous bequests; and his library, which he began to collect when he was fourteen years old, was bequeathed to the Long Island Historical Society. This library is an extremely valuable one, among its treasures being a choice collection of missals.

Not many Brooklyn men, without actually holding public office, identified themselves with political life more actively than WILLIAM H. BEARD, whose death occurred on January 31, 1893. He had long been recognized as one of the leaders in local Republicanism and his name had more than once been mentioned as that of an available candidate for official honors. He cast his first vote for Abraham Lincoln and from that time never failed in his devotion to the principles which the policy of the great president definitely formulated. He was a presidential elector in 1880; a delegate to the Republican national convention which



William H. Beard

nominated James G. Blaine for the presidency four years later; sat in ten state conventions and for fifteen years had been a delegate to the general committee of Kings County. He had been a delegate eight years to the Republican state committee, and in 1882 President Arthur appointed him one of the commissioners to examine the condition of the Northern Pacific Railroad. He was born in Richmond, Mass., in 1839. When he was four months old his father moved to Brooklyn. Young Beard was educated at a local private school and at Kinderhook Academy, Columbia County, N. Y. In pursuing his chosen profession as a contractor and builder, his first public work was the construction of a section of the large brick conduit which supplied Brooklyn with water, and he was engaged also in excavating Balsie's Pond, near Jamaica, L. I. In 1859, 1860 and 1861 he built twenty miles of sewers in Brooklyn. He built sections of the Manhattan Beach and Sea Beach railways and paved a number of streets in Albany, besides constructing the water

works at Middletown, Conn. He superintended the building of all the docks and piers at the Erie Basin and successfully handled many other important contracts. He was president of the W. H. Beard Dredging Company, and during sixteen years was senior member of the firm of Beard & Kimball, the largest dealers in timber, piles and dock-building materials in the United States. The partnership was dissolved in June, 1892, but the business was continued by Mr. Beard at the timber basin at the foot of Clinton street, Brooklyn. He was a director in the Kings County Bank and a member of the Oxford and Union League clubs and the Society of Old Brooklynites. He was married in 1861 to Lavinia Summerfield, daughter of the late Henry Summerfield.

EDWARD A. SECCOMB.—A life which exemplified in every phase man's dual obligation to God and to his fellow-man was that of Edward A. Seecomb, whose whole career appeared in the eyes of those who knew him best as one long, untiring, unselfish effort to increase the happiness and add to the comfort of those around him. For years he was a member and trustee of Plymouth Church, and long served on the music committee of that famous congregation; he was a close personal friend of Henry Ward Beecher



EDWARD A. SECCOMB.

and was for some time his near neighbor in Brooklyn. He gave generously toward the work of the church and his gifts invariably carried with them the additional value conferred by unostentation. Not only through his church and in the city of his residence, but through the instrumentality of discreet distributors of his bounty and wherever he sojourned, however briefly, he sought out worthy beneficiaries of his benevolence, stipulating only that his almoners should not disclose his identity. He was born in Salem, Mass., in 1841, and grew to young manhood in Brookline, near Boston. His father was a merchant of repute in the Bay State capital, and was the pioneer in the Cape of Good Hope trade, which so long poured wealth into the coffers of the thrifty descendants of the Pilgrim stock; he built and owned a line of fast clippers for this special purpose, and his house flag grew famous in the annals of the merchant marine of Massachusetts and the New England states. Edward A. Seecomb came to New York in 1860, and engaged in the Mediterranean fruit business in association with the firm of Minturn & Partridge, which was afterwards merged in that of Brown & Seecomb, who added the Florida and California trade to that which their predecessors had already established. Of this firm, which largely controlled the fruit

importation in that city, he was a member until his death. He was a member of the Brooklyn City Guard and Company G of the 13th Regiment, which he accompanied to the front during the war, and afterwards he became a veteran of the 23d Regiment. He was enrolled in Lafayette Post, G. A. R., of which General William T. Sherman was a member. He evinced a cultured appreciation of music and was actively associated with the work of the Brooklyn Philharmonic Society; he was an art connoisseur and owned many valuable paintings, which are described elsewhere in this volume, and he was chairman of the Hamilton Club's art and literature committee. To his efforts, mainly, that institution owes the success of the movement to place a statue of its godfather, the great Federalist, in front of its handsome clubhouse on Remsen street. He was a member of the New England Society and the Crescent and Rembrandt clubs. His fondness for recreation found expression in his devotion to yachting, and he built and owned the steam yacht "Starling," which had an enviable record. He succumbed to an attack of typhoid fever at his summer home at Washington, Conn., on September 29, 1892, and his demise called forth official expressions of regret from every organization with which he was associated.

RICHARD HOFFMAN BENSON, who died in September, 1889, in his home at No. 111 Lefferts place, was the last adult representative of a famous family, the annals of which are indelibly interwoven with the history of that portion of Kings County lying between the southern limit of Brooklyn and the shore of lower New York Bay. He was born in New York on May 12, 1837, and was educated in the public schools, and later at Columbia College. For many years after his business life began, Mr. Benson was a prominent flour and grain merchant. In 1867 he married Sarah Vanderpoel, daughter of Abraham B. Vanderpoel. Mr. and Mrs. Benson moved to Brooklyn, in 1873, and made their home at No. 111 Lefferts place. During his lifetime Mr. Benson was connected with several organizations, the aim of which is to preserve all that relates to the early history of this part of the United States. He was a member of the Holland Society, of New York, the Society of the Sons of the Revolution and a life-member of the New York Historical Society, of which his great-uncle, Judge Egbert Benson, was the first president. He was a member of the Hamilton Club and affiliated, as a Free Mason, with Montauk Lodge.

At the junction of Fulton street and Nostrand avenue stands the Betts homestead, which has for more than half a century been one of the notable landmarks of Brooklyn. When constructed in 1838 by the late CHARLES C. BETTS it was a rural residence with spacious grounds extending with frontage on the Jamaica turnpike, from the present site of branch post-office "B," to where the Redding house now stands. Mr. Betts owned about sixty acres extending along north of the Jamaica turnpike, which ran from the ferry at the foot of Fulton street to the eastern end of Long Island, and subsequently he sold off land now constituting the six blocks from Marcy avenue to Sumner and from McDonough street to Halsey, valued at the

present at a very large amount. The Lefferts and Suydam farms, bordering on either side the turnpike, were the estates adjoining that of Mr. Betts. The commodious residence was of the most substantial construction and in the more than fifty years has undergone no enlargement and only minor alterations, nor has it needed either for holding its own for sightlessness and comfort. The opening of Nostrand avenue and other streets by circumscribing marred the beauty of the grounds of the Betts homestead, but they are still more extensive than those surrounding most of city homes. Charles C. Betts was elected an alderman of Brooklyn in April, 1839, and served as a member of the board continuously until May, 1842. He was city clerk for the fiscal year ending May, 1847, and comptroller during the three years ending May, 1850. He was a native of Massachusetts and was born on September 7, 1808, in the town of Richmond. An older brother, Lyman Betts, was a wholesale grocer in New York and at the age of thirteen Charles C. Betts became a clerk in his store. After a few years there he engaged in business on his own account with considerable success, but the conflagration of 1835 swept away his establishment. In that year, on June 10, he married Sarah, a daughter of Daniel Lott, whose wife was a grand-daughter of Lambert Suydam, a revolutionary patriot. From



CHARLES C. BETTS.

the very inception of the Brooklyn City Railway Company Charles C. Betts was interested in it. Upon the organization of the company he became its secretary; then he was treasurer and vice-president and, later, president of the company, holding that office until January, 1881, when illness caused him to tender his resignation of it. He was one of the organizers of the Phenix Insurance Company and until his death one of its board of directors; he was on the directory, also, of the Long Island Bank. The heir to the family residence which C. C. Betts occupied until his decease in 1882, is Charles W. Betts, the oldest of the sons. He was the last descendant of the Suydam family born in the old Suydam home-stead, June 9, 1837. After acquiring an education he became connected with the Brooklyn City Railroad Company and continued with it several years. He afterward engaged in the brokerage business in New York as senior member of the firm of Betts & Denslow. Shortly before the Gold Exchange was closed Mr. Betts sold his seat therein and since that time has not been actively engaged in business. He is a trustee of the Hamilton Trust Company and of the Brevoort Savings Bank. He married Miss Annie M. Stewart and one daughter and three sons have been born to them.

JUSTICE ANDREW WALSH.—That the duties of a police magistrate are among the most difficult of any appertaining to the various grades of the judiciary, is a statement of almost axiomatic accuracy. Brooklyn has been fortunate in the possession of one who for twenty years faithfully met every requirement of such an office, and failed not in one particular until death called him from the post of duty. Andrew Walsh has left a memory cherished by citizens of every political faith and every religion, who saw in his pure life and noble manhood the best safeguard for the maintenance of social order. He passed away quietly at noon on November 9, 1889, after an illness of long duration. He was the best type of the man who reaches eminence and commands love and respect solely on his own merits. He was not an "office-holder" in the generally accepted sense of the term. He occupied the judicial bench for twenty years and the city of Brooklyn had no more efficient servant. Republicans joined with Democrats in commanding his probity and impartiality; and civic powers, of a political creed fundamentally opposed to his own, recognized his worth by acts of public endorsement. In his manner he was kind and courteous; in his relations with his fellow-man he was charitable and forgiving; he harbored no thought that was unworthy of a gentleman, and he never allowed a profane expression to mar the pleasing fashion of his conversation. He was born in Dublin on May 24, 1838. He came to America with his parents when he was very young, and continued in the schools of Brooklyn the education which had been interrupted in his native city. Early in life he entered the service of a mercantile firm as an office-boy, but after a few years turned his attention to other occupations and became a conductor on one of the street railways in Brooklyn. This proved uncongenial to his tastes. Having acquired some political influence, he succeeded, in 1863, in obtaining an appointment as clerk to Police Justice Bulkley, who presided over the sessions of the First District Court, which were then held in the basement of the city hall. One year later he resigned his appointment to become an assembly candidate in the second district; he was elected on the Democratic ticket without difficulty and two years later was again returned to Albany by an increased majority. At the expiration of his second term he was re-appointed to the clerkship which he had held before becoming an aspirant for legislative honors, and in 1868, he once more appeared before the electors as a candidate for the police justiceship of the first district. His canvass was earnest and his success almost assured from the beginning. In 1872 and 1876, he was re-elected and in 1880, when the office was made appointive instead of elective, he was confirmed in its possession by the authority of the triplicate board, composed of Mayor Howell, Comptroller Steinmetz and Auditor Ammerman. Four years later he was re-appointed by the Republican administration of Mayor Seth Low, and in 1888 his last term was begun under the authority of Mayor Chapin and his Democratic associates on the board. Justice Walsh held his court for many years in



Andrew Walsh

the rooms used by his predecessor in the city hall, but in 1886 the new court house on Adams street was completed and occupied. He was an active member of the Volunteer Fire Department, which he joined in 1862. He was a member of Engine Company No. 7, which occupied quarters on Front street now used by Engine Company No. 8, of which James Walsh, brother to the justice, afterwards became foreman. No man in Brooklyn displayed more patriotic sympathy for distressed Ireland than Andrew Walsh. He labored earnestly on her behalf and the last public meeting attended by him prior to his death was held at the Constitution Club for the purpose of raising contributions to the Parnell defense fund. Five thousand dollars were raised, owing to the action taken on that occasion, and the famous Irish leader gratefully acknowledged the receipt of this sum in a personally written communication to Justice Walsh. He was chiefly instrumental in organizing a branch of the Land League in Brooklyn and was the first president of its municipal council. Enjoying the confidence of the late Bishop Loughlin in a greater degree, perhaps, than any other layman in this city, he was always foremost in the various charitable projects which his church encouraged. He was treasurer of the Roman Catholic Orphan Asylum, a member of St. Patrick's Society, of the Emerald Society and the Constitution Club; and he was a charter member and the first president of Concord Council, Catholic Benevolent Legion. He was enrolled in the Volunteer Firemen's Association. In politics he was high in the councils of the Democratic party. He died at his residence on Bridge street. He left a widow and six children, the oldest of whom, John J. Walsh, succeeded his father on the bench of the First District Court.

E. FOUGERA, SR.—The French element in Brooklyn's population, though a comparatively limited quantity, has contributed in many individual instances to the furtherance of those higher interests which Americans, native born or adopted, hold in common with each other. With the business and social life of both New York and Brooklyn, few men of French birth have identified themselves more successfully than the late E. Fougera. He was a man of cultured attainments, possessing a retiring disposition, quiet and domestic in his habits, a theist and humanitarian in his ethical creed. He was earnest and devoted in his love for the free institutions of his adopted land, he was a worthy citizen and an upright man of business, and he commanded respect and esteem from all with whom he came in contact. He was born at Chateauroux, Department de L'Indre, France, on May 23, 1821. He was graduated from the University of Paris and came to this country in 1846, and afterwards became a graduate and member of the New York College of Pharmacy. In 1849 he established at 30 North William street, New York, the largest and most important wholesale importing house for French and foreign medicinal preparations and specialties in the United States. Twenty years later he opened a retail pharmacy on the site now occupied by the Fougera apartment house. He was the first to introduce vaseline to the public. In 1882 he built the Fougera apartment house and this undertaking ranks among the most important enterprises in his eventful career. He was a member of a number of pharmaceutical, philanthropical and scientific societies and associations. He died on April 22, 1889.

GENERAL THOMAS S. DAKIN.—In the training of the National Guardsman great attention has been paid within the last twenty years to instruction in the theory and practice of marksmanship. The name of Thomas S. Dakin is almost as well known in England as in the United States in connection with this work; he was recognized as a leader among the American sharpshooters who crossed the ocean and upheld the reputation of their country in competition with the best riflemen that Europe could produce, and in every international match in which he participated his name figured high upon the list of successful contestants. He was a capable and an energetic officer in the service of his state and country. He was born in 1831, on a farm in Orange County, N. Y., from which his father, Hiram Dakin, removed, two years after the birth of his son, to settle in the town of New Paltz, Ulster County. Until the age of eighteen, his life was passed at the common schools and New Paltz Academy, and in farm work. In 1849 he left his country home and walked to New York, where he succeeded in obtaining employment in a commission house, and rose to a position of responsibility. Eventually he became a partner. In 1858 he founded the commission firm of Thos. S. Dakin & Co., and continued at the head of its affairs for the next three years, when he became senior partner in the oil firm of Dakin & Gulick, New York. In 1870 he retired with a competency. His predilection for military affairs dated from a period long before the organization of the National Guard; in 1858 he enlisted in Company G, 13th Regiment, and in 1862 he organized Company H of the same regiment, and was made captain. Appointed to a staff position under General Philip S. Crooke of the 5th Brigade, he went to the front in the second year of the war, and served in Virginia during 1862. Four years later he obtained his commission as major; in 1867 he was elected lieutenant-colonel, and in 1869 he was given the colonelcy rendered vacant by the resignation of General Jourdan. In the fall of 1869 he was elected brigadier-general of the 5th Brigade, and in 1875 Governor Tilden conferred upon him the rank of major-general, with the command of the 2d Brigade, and he retained the commission until his death. In 1876 he was the Democratic candidate for congress in the third district. The nomination was accepted at the solicitation of his friends, and he was defeated by a very popular



E. FOUGERA, SR.

opponent whose majority amounted to less than two hundred votes. His death occurred suddenly, on May 13, 1878.

In many circles the death of General RODNEY C. WARD is felt now as if it was an occurrence of yesterday, although it occurred on September 6, 1890, and the reason is embodied in these words from the editorial comments upon his death which appeared in the EAGLE: "As sweet and as genial a spirit as ever came to bless the community of men passed away with the soul of Rodney C. Ward. . . . There were in the diadem of this man's virtues two eminently conspicuous jewels—a noble simplicity of character and an unfaltering fidelity to his friends. He was born to win hearts." Rodney C. Ward was the son of State Senator Robert E. Ward of Michigan, and was born in Berrien, Mich., on July 29, 1837. He came to Brooklyn in 1849, from which time until the end of his life Brooklyn was his home. His predilection for military affairs manifested itself early, and on January 22, 1857, he was enrolled as a private in Company B, 7th Regiment. He wore the chevrons of the corporal's rank when he marched with his regiment to the relief of Washington in 1861 at the beginning of the civil war. After the return of the regiment in August, Corporal Ward was unanimously elected to command a company of volunteers which was raised in Brooklyn and afterwards was incorporated in the 13th Regiment as Company K. He was commissioned captain in December, 1861. In January, 1863, he accepted the captaincy of Company K, 23d Regiment. He was chosen major of the regiment by a unanimous vote in October, and in the following spring another unanimous election placed him in the lieutenant-colonelcy made vacant by the resignation of Lieutenant-Colonel Elwell. He became colonel of the regiment as successor to Colonel Calvin E. Pratt in June, 1868. He was elected in 1873 as supervisor from the first ward, and declined a renomination in 1877. In October, 1877, he was appointed police commissioner, and served until October, 1879, when he retired. He was a Republican in politics, and under the administration of President Hayes was appointed collector of internal revenue for the first district of New York and held the office until 1884. Upon accepting the office he resigned his command of the 23d Regiment, but was paid the high compliment by the state authorities of being placed on the list of supernumerary officers by special orders, the first instance of such an honor that ever occurred in the military history of the state. When his successor in the command resigned in 1882, Colonel Ward was unanimously recalled by the regiment, and was newly commissioned with his former rank of third senior colonel in the National Guard. In 1883 he was appointed brigadier-general, commanding the 4th Brigade, and he held that office until the reorganization of the National Guard in the following year displaced all general and staff officers then holding commissions in the 2d Division. As a commanding officer he was held by his subordinates in a regard amounting almost to affection. He was one of the directors of the Long Island Exposition in 1873, and he was one of the most active promoters of the organization of the Oak Bluffs Club at Cottage City, Mass. After the club was formed he became one of the directors and chairman of the house committee, and he was also a director of the Martha's Vineyard Association. His death occurred at the house of the Oak Bluffs Club, to which he had gone for rest after a vain effort to restore his broken health by visits to other parts of the country.

THOMAS W. CARROLL.—Most influential and enduring among the slowly cumulative causes which make towards political purity and the establishment of a lofty standard of citizenship, are the deeds of men whose private lives have been beyond reproach, and who, when holding public office, have acquitted themselves of their trusteeship, so that their careers remain on history's pages a standing rebuke to all political chicanery. Such an untainted record was bequeathed to Brooklyn by the late Thomas Carroll. He left no private duty unfulfilled; he violated no public confidence; and, having lived a life above suspicion, left to his family the heritage of a name diademed by the circlet of popular affection and esteem. Thomas Carroll was born in Queens County, Ireland, on November 23, 1827, and came to New York in 1836. He began life in the New World humbly enough, and from a modest position worked his way upward until he became a partner in the firm of Dohan, Carroll & Co., one of the largest tobacco commission houses in New York. For twenty years—from 1859 until 1879—Mr. Carroll served on the board of education. He was appointed a trustee of the Brooklyn Bridge during the presidency of the Hon. Henry C. Murphy. In the National Guard he held rank as lieutenant-colonel on the staff of General Thomas S. Dakin. In January, 1880, he entered upon new duties as register of Kings County. In 1882, he was renominated, but was defeated at the polls. Four years later Mayor Whitney appointed him police commissioner. As a politician Mr. Carroll ranked among the prominent leaders of the local Democracy, and for many years he served as treasurer of the general committee and as chairman of the campaign committee. He was for many years at the head of the Brooklyn Roman Catholic Orphan Asylum; for two years he was president of the Emerald and St. Patrick's societies; and with numerous other organizations of a like nature his name and influence were identified. He was married while a young man, and lived to see his family of seven children grow to manhood and womanhood. The tidings of his sudden death, which occurred in Brooklyn on March 3, 1888, made a profound impression on the community in which he had been so long an honored resident.

ALBERT HALSEY OSBORN was head of the law firm of A. H. & W. E. Osborn from its organization in 1867, until his death on March 11, 1889, in the 79th year of his age. He was born in 1810, in the town of Chatham, N. J., and while a small boy his father, David Osborn, took up his residence in Brooklyn, where he died. About the year 1842 he was elected and served for one year as alderman of the seventh ward; at the expiration of his term, he not having been a candidate for re-election, a contest arose between the Whig and the Democratic nominees for that office, and pending such contest and until the courts could determine which of the contesting parties was entitled to the seat, he held over. The contest not having been finally settled before the expiration of the term of office, he continued to be alderman *de facto* for that year and was subsequently nominated and elected alderman for that ward for the third term. Thereafter he served as comptroller of the city of Brooklyn when the city offices were located at the corner of Henry and Cranberry streets. In 1849, accompanied by eleven other adventurous spirits, now popularly known as "Forty-Niners," he started across the continent for California. The journey was made in wagons, or "prairie schooners" as they were termed, and occupied nine months, the party building their own bridges and making their own roads. Arrived in California he engaged in gold mining, employing those primitive implements, the pick, the shovel, and the hand cradle. Although fairly successful in his search for the precious metal, his ambition for larger enterprises and more favorable results led him down to Mexico, where at Acapulco he acted as assistant United States consul in the absence of the consul. Afterwards he returned to San Francisco, engaging in various enterprises and returned to Brooklyn in 1852 or 1853. Among his enterprises in California and Mexico was the shipping of the first cargo of salt from Salina Island in the gulf of California. After his return to Brooklyn he was in the corporation counsel's office with Roswell C. Brainard and afterwards with Samuel E. Johnson. He afterwards was in the comptroller's office while Ethan Estabrook was comptroller. Subsequently, when the Nassau Water Company's works became the property of the city and its management was vested in a water board, he was appointed secretary of that board and remained until some time after the Water celebration in this city. Then he became the clerk of the board of supervisors, which position he held until the beginning of the civil war, when Edward B. Cadley, the present incumbent, was appointed to that place. Business and professional engagements again called him to California in 1863 and after his return, in 1867, in connection with his son William Edwin Osborn as partner, he resumed the practice of law under the firm name of A. H. & W. E. Osborn. He became a member of the Masonic order in 1860, when he became a member of Hohenlinden Lodge; he was also a member of Nassau Chapter and of the Lodge of Perfection, and of the South Brooklyn Masonic Insurance Association. He was active in the Society of Old Brooklynites and in the Long Island Historical Society, Tree Planting Society and the Brooklyn Institute.

RICHARD UPJOHN.—One of the founders of the present school of American architecture was the late Richard Upjohn, who was one of the best-known members of his profession in New York and Brooklyn. He was a resident of Brooklyn many years, but at the time of his death—August 17, 1878—resided at Garrison's-on-the-Hudson. Born in Shaftesbury, Dorsetshire, England, on January 22, 1802, he received a good education and learned the trade of builder and cabinet-maker, at the same time developing his taste for drawing and mathematics. He married in England and in 1827 came to America, settling in New Bedford, Mass. He worked at his trade and devoted his evenings to teaching a class in drawing. In 1833 he moved to Boston and became assistant to the late Captain Paris, architect of the Suffolk County court house. Soon afterward he began business on his own account and rapidly acquired reputation for the excellence of his work, especially in the direction of ecclesiastical architecture. He came to New York in 1839 to take charge of alterations and enlargements which it was proposed to make in Trinity Church, and when it was decided to build a new edifice the task of preparing the designs was entrusted to him. A



ALBERT H. OSBORN.



JOHN W. AMERMAN.

died he was the oldest job printer in the metropolis. His nature was retiring; but he had a disposition that drew to him a great many friends, and he was widely known and esteemed. He left a widow and three daughters: Mary B. is the wife of George Wilson, secretary of the New York Chamber of Commerce; Sarah F. is the wife of Edgar B. Mangam, of the New York Produce Exchange; and Ida A. is the wife of Charles E. Dingee, senior member of the firm of P. M. Dingee & Sons of New York.

MAURICE S. KERRIGAN.—That the late Maurice S. Kerrigan, of Clinton avenue, should have become prominent in the leather trade was the result of that heredity which is frequently seen in the business world. His father, James Kerrigan, was the pioneer among the manufacturers of the "swamp" in New York who devoted themselves to the production of morocco leather. The elder Kerrigan began business on Ferry street, New York, in 1809. Maurice S. Kerrigan was born at 25 Ferry street in February, 1822. When he had passed through the grammar school at Columbia College, he found work at the old No. 1 Ferry until, at the age of twenty-one, he was given an interest in his father's leather manufactory. The firm was known as James A. Kerrigan & Son. In 1859 the senior member retired from active association with the business, which was afterward conducted by the remaining partner under the title of James Kerrigan's Son. Maurice S. Kerrigan's position among the producers of morocco leather was one of the greatest importance, and when the Morocco Manufacturers' National Association was formed, he bore a leading part in its organization and was elected the first president. For twelve years he continued to hold this position; and for some time afterwards his relations with the association were continued in the capacity of chairman of the executive committee. He retired from the organization and from active business in 1885, and was the only

number of other well-known churches in New York were built from his plans. In various other cities his work is prominent in the architectural features, and in Brooklyn his art is perpetuated in such structures as Christ Church, Grace Church on the Heights and the Church of the Pilgrims. In addition to his work on churches he designed many fine residences and public and business buildings in Brooklyn and other places.

JOHN W. AMERMAN was a man whose life accorded with the maxim which he adopted in his early manhood—"Be just and fear not." He was born on April 2, 1809, in a house at the head of Main street, Brooklyn, which stands on what was a portion of his father's farm. Becoming a printer he was engaged in that occupation until he died in January, 1876. He married Mary Barnum, a sister of the famous showman. In 1834 he was one of the publishers of a paper called the *Herald of Freedom*, published in Norwalk, Conn., but its free discussion of exciting current topics involved it in so many libel suits that he finally disposed of his interest and returned to New York, where he and the late James Van Norden formed the house of Van Norden & Amerman, which made a specialty of law printing. In this business he made the acquaintance of the leading members of the New York bar. When he



MAURICE S. KERRIGAN.

man whose name was ever placed upon the roll of the Morocco Manufacturers' National Association as an honorary member. He made his home in Brooklyn in 1860 and, after his retirement, divided his time between his city residence and a valuable farm at West Hoboken, which he had inherited from his father. In November, 1840, he married Margaret A. Honeywell, and they lived to celebrate their golden wedding. Their children were Eleanor C. (deceased), Maurice S., James M., John H. and Margaret A., the last named being married to John F. Dingee. Mr. Kerrigan died on May 31, 1891, in the home of his son-in-law, at Green's Farm, Conn. His death evoked expressions of sympathy and regret from a meeting of the leading representatives of the leather trade in New York and Philadelphia. The funeral services were held in St. John's Chapel on Clermont avenue, three days after his decease. The death of Mrs. Kerrigan occurred a few months before that of her husband.

PETER M. DINGEE, during a residence in Brooklyn from 1859 until his death in 1886, became well known by his benevolence as well as by his force of character. He was born in New York on July 22, 1822, and was of mingled French and English ancestry. After studying at the public schools he became clerk in a merchant tailoring establishment in Brooklyn at the age of twelve years, but left the position after several years of service to go to Steuben County, where he was on a farm with his father. In the winters he took a course at the village academy and fitted himself to teach the district school, of which he had charge several terms, continuing his farm work in the summers. In 1857 he returned to New York and began to trade in foreign cabinet-wood, building up a business which at the time of his death was the largest of the kind in the country. His sons, Charles E., and John F., were admitted to the firm in 1872 and in 1876 respectively, and the firm-name became P. M. Dingee & Sons. Mr. Dingee was one of the trustees of the Washington Avenue Baptist Church more than twenty years, and his children have placed in that church a beautiful stained glass window as a memorial; the subject is "The Resurrection." For many years he was president of the Dime Savings Bank in the Eastern District.



PETER M. DINGEE.

GEORGE L. NICHOLS.—It is a rare thing to find eminent political ability, strong public spirit, and a mind capable of being touched by all the great issues of the time, united with a high-minded superiority to political ambition and an eye single to the public welfare. The distinction of having consistently, throughout a long, useful, and beautiful life, displayed a character of such rare virtue and balance belonged to the late George L. Nichols. He was born in Brooklyn on December 26, 1830. In early life he entered the employ of T. B. Coddington & Co., importers of metals, and before he had attained his twenty-fifth year he was a member of the firm of which at the time of his death he was senior partner. Many other commercial enterprises had the advantage of his able management and counsel. He was a leading member of the Chamber of Commerce. He was a director of the Atlantic Mutual Insurance Company of New York and for many years a director of the Phenix National Bank of New York, and subsequently its vice-president. He was a director of the manufacturing firm of Lalane & Grosjean, at Woodhaven. At one time he was a trustee of the Brooklyn Bridge and was prominently connected with most of the institutions of culture in his native city. He was active in the interests of the Mercantile Library Association, of which he was president for several terms. As a member of the council of the Long Island Historical Society, he placed himself at the head of the movement which resulted in the erection of the edifice now occupied by that organization. His fellow-citizens owe him especial gratitude for the public-spirited labor which, as chairman of the executive committee of the Academy of Music, he devoted to the work of renovating that building and to the maintenance of the high standard of the institution as a public trust. Deeply versed in theology he was the valued confidant of such men as Rev. Richard S. Storrs and the late Henry J. Van Dyke. He was a trustee of the Church of the Pilgrims and chairman of the rebuilding committee at an important period in the history of that congregation. In medical science too he was at home and numbered among his consultants many of the leading physicians of the city, giving, as well as receiving, valuable suggestions.

He had also a thorough knowledge of law in relation to business. He was constantly consulted on the weightiest matters by the leading statesmen of the Republican party, not only as a friend, but an expert whose careful study of political economy had been fortified by large experience as importer, manufacturer, and financier. He was consulted on tariff affairs and his views came before every congress, but he was content to make his suggestions helpful to his country in an unassuming way. Flattering offers of political preferment were invariably refused. In municipal affairs and local politics he was prominent for many years and credit is due him for the active part he took in organizing the "Reform Committee" which re-adjusted the city government and gave Brooklyn its revised charter under the administration of Mayor Schroeder. He died at Old Point Comfort on March 27, 1892, and was buried in Greenwood. His wife he had lost seven years before. She was Miss Christina M. Cole of this city, whom he had married in 1852. Of his children, George L. Nichols, Jr. is a lawyer and has won a creditable place in his profession.

AARON BRINKERHOFF, who was for nearly forty years one of the best-known and most respected citizens of Brooklyn, was identified in his Knickerbocker ancestry with the earliest history of New York and Long Island; his forefathers were among the first of the Dutch settlers of New Netherland and came to America in 1638. He was born in the village of Owasco, Cayuga County, N. Y., on March 3, 1817, and the years of his youth were passed on a farm; he acquired his education at the Auburn Academy and, as a farmer's life did not accord with his tastes, he obtained a clerkship in Auburn after his academical studies were ended. His next occupation was in mercantile business in Skaneateles, Onondaga County, N. Y., and about the time when he engaged in it he married Miss Lydia Fuller, daughter of Captain Luther Fuller. In Skaneateles his sterling character was recognized in his four consecutive elections as supervisor. From Skaneateles he moved to Syracuse and he was connected with the Salt Springs Bank in that city until 1854, in which year he moved to Brooklyn and engaged in the importing of dry goods in New York city under the firm names of Hill, Brinkerhoff & Co., and Wright, Brinkerhoff & Co. He continued in this business until about the year 1870. In politics he was a staunch Democrat and for years before he was brought prominently before the people of Brooklyn as a city officer, he was an active worker in the interest of the party. His first position of political trust was that of deputy comptroller under the late Samuel S. Powell, and he continued in the same position in the administration of William Burrell. When General Steinmetz, the Republican nominee for the office of comptroller, was elected to succeed Mr. Burrell, the resignation of Mr. Brinkerhoff was immediately tendered and on his retirement he was appointed as register of water rates, but returned to the position of deputy comptroller when Ludwig Semler was elected as the head of the department of finance. On January 1, 1883, Mr. Brinkerhoff was elected to the office of comptroller and was re-elected on January 1, 1885. When Walter L. Livingston succeeded him as comptroller Mr. Brinkerhoff was induced to resume his former position of deputy, and when Mr. Livingston died he was appointed comptroller for the unexpired term. Upon the election of Theodore F. Jackson to the comptrollership, Mr. Brinkerhoff returned once more to the position of deputy and held the office until his death on March 13, 1891.

ORAN S. BALDWIN.—A contributor, in a large measure, to that enterprise which has rendered Fulton street the great business thoroughfare of this city, the late Oran S. Baldwin has left a name that is still associated with one of the best-known establishments in Brooklyn. Beginning his career as an agent for others, he closed it as the proprietor of interests which brought him both wealth and prominence in the community where for many years he has made his home. He was born at Waterloo, N. Y., in 1825, and received such rudimentary education as his surroundings afforded. Afterwards he learned the trade of a printer, at Tunkhannock, Pa., and after holding for some time the clerkship of the county courts of Wyoming County, he betook himself to Petersburg, Va., where he engaged in the clothing business, which proved profitable until the troubles

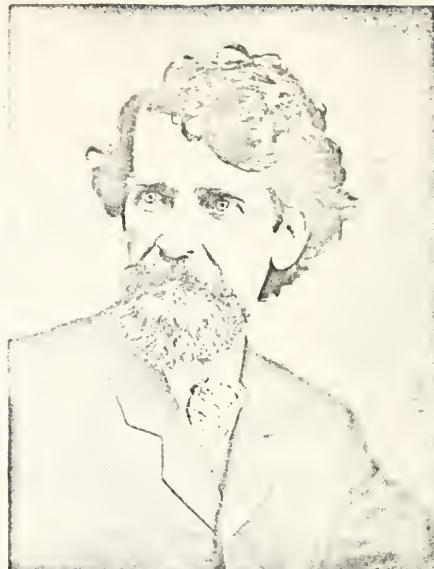


A Brinkerhoff

following secession rendered his immediate return northward a matter of policy and necessity. He obtained employment in New York and as an agent for Carhart, Whitford & Co., opened a retail clothing store at the corner of Grand street and Broadway. His management of the newly established business was so successful that the connections of the firm were daily extended until they reached proportions which were imposing even in the greatest commercial centre of the country. It became necessary to add three new stores to the Broadway establishment, and Mr. Baldwin, seizing a suitable opportunity, opened another clothing store in Brooklyn, which was conducted under his name and controlled by his capital. When Carhart, Whitford & Co. made a temporary assignment, in 1883, Mr. Baldwin terminated his connection with them and confined his business interest to Brooklyn. His eventful and more than usually successful career came to end, after a lingering illness, on September 7, 1886. He died at his residence, 397 Clinton avenue.

STEPHEN DECATUR TRENCHARD.—Named for a man whose name is immortal in the naval annals of the United States, Stephen Decatur Trenchard was destined to lend an additional brightness to the story of American seamanship. His ancestry was of English origin. Edward Trenchard, grandson of Captain George Trenchard, who was prominent in the military and civil life of New Jersey during the Revolutionary war, received a midshipman's commission in the United States navy in 1800 and was a lieutenant when the second struggle with Great Britain began; he was promoted to the rank of commander in 1813 and carried the "Madison" successfully through several engagements on the waters of Lake Ontario. He died in Brooklyn in 1824 with the rank of captain. He married a daughter of Joshua Sands. Stephen Decatur Trenchard, the son of Captain Edward Trenchard, was born in Brooklyn and entered the navy as a midshipman in 1834, when fourteen years old. He gradually rose to a lieutenancy and held that rank on the flagship of Commodore Josiah Tatnell during the latter's cruise in Chinese and Japanese waters in 1857-1860. He was slightly wounded in the battle of Peiho River. When hostilities began between the North and South, he was one of the first naval officers to go on duty, and throughout the war he performed brave and meritorious service. He afterwards filled various important appointments, including a tour of duty at the Brooklyn navy-yard. He was authorized to hoist the flag of a rear admiral on August 10, 1875, and from 1876 until 1878 he was in command of the North Atlantic squadron, which at that time contained the largest number of ships placed under the control of one officer since the close of the Rebellion. He was retired on July 10, 1880, and three years later his death occurred.

COLONEL THEODORE MORRIS.—Among the men who won a commanding position among their fellow-citizens by unremitting energy and attention to whatever work they had in hand, the late Col. Theodore Morris, soldier and theatrical manager, held his place. He was a native of Philadelphia and was fifty-nine years old when he died, on February 25, 1892. He was a graduate of West Point Military Academy, from which he went west, in 1857, and did active duty with his regiment against the Indians. He fought through the civil war with much honor, part of the time on General Hancock's staff, and gained his title of colonel by steady promotions. About twenty-seven years ago he gave up military life and went to England, where he married Susan Dennin, one of the well-known Dennin sisters who gained distinction on the stage. He became business manager for his wife and thus obtained, in Great Britain, his first introduction to theatrical life. In 1873 Mr. and Mrs. Morris came to the United States and formed a combination company, in which Edwin Knowles was the leading man. A year later, Mrs. Morris met with an accident that resulted in her death. Soon after that Col. Morris became associated with manager McCaulay in Cincinnati and Louisville. In 1876 he left McCaulay and opened the Grand Opera House in Columbus, Ohio, which he conducted for six years. Before this William Barry, his partner Hugh Fay, and Fire Marshal Lewis, co-operating as joint owners, had converted the Elm Place Congregational Church into the Grand Opera House. The venture did not pay, and Messrs. Hyde & Behman purchased the property and managed it for a time with varying success. In 1882 Col. Morris, in connection with Edwin Knowles, secured a lease



OREN S. BALDWIN.

of the Grand Opera House, and, bringing their exceptional managerial talents to bear, succeeded in making it a profitable play-house. After two seasons Messrs. Knowles & Morris parted company. Col. Morris had great faith in the continued success of the Elm place theatre. He had a strong personality, with some bluff mannerisms; but his friends always found him staunch, agreeable and ready to lend a helping hand when needed. He expressed his thought in quaint and terse language, and took an original view of things on all occasions. Besides being an accomplished musician, he was a brilliant conversationalist and had a large fund of anecdote picked up during his stirring career. He was methodical in business, and always a man of his word. On Washington's Birthday, 1892, he contracted a cold that developed into pneumonia; his constitution was unable to withstand the shock and he succumbed.

EDGAR HOLLIDAY.—That the late Edgar Holliday contributed largely to the growth and expansion of the upper part of Brooklyn is a fact evident to even a casual observer. He interested himself in much that proved of practical benefit to the city where he made his home. His manufacturing interests were extensive. He was a senior member of the firm of Read Holliday & Sons, whose factories produce more aniline dyes than those of any other similar establishment in the world, while their agencies and branch factories are scattered over various portions of Europe and the United States. He was the oldest of the several sons of Read Holliday, the pioneer manufacturer of aniline dyes. He was born at Huddersfield, Yorkshire, England, in 1847, and when eighteen years old sought to improve his health by visiting

America, where he eventually made his home. He settled in Brooklyn, and, in conjunction with his brothers, erected one large dye factory on the shores of Newtown Creek, and another on Roebling street, in the Eastern District. The headquarters of the business which descended from the elder Holliday to his sons, is still established at Huddersfield, while the most important branches are those in Wakefield, England; Normandy, Mexico, Boston, Philadelphia and Brooklyn. Mr. Holliday erected the magnificent apartment house on the corner of Bedford and Fulton avenues, now known as the Holliday Building; there he lived with his wife, his two sons and a daughter, and there he expired suddenly, in the forty-fourth year of his age, on April 16, 1891. He was a stockholder in various Brooklyn enterprises, including the Citizens' and Brooklyn Electric Light companies. He was a member of the Union League and Windsor clubs.

GEORGE J. HARDY.—As a soldier and a politician, the late George J. Hardy won records deserving of emulation. He joined the 8th Regiment (Washington Grays) in 1856, and in January, 1857, he was transferred to the 7th Regiment, N. Y. S. M. In the same year he moved to Brooklyn and engaged in the real estate and insurance business; two years later he was transferred to the 13th Regiment, and in 1861 he was ordered to report at Annapolis, Md., as assistant quartermaster. In this rank he served under Quarter



THEODORE MORRIS.

*Edgar Holliday*

master Joseph H. Mumby, and having been elected second lieutenant of Company D, he went with his regiment to Suffolk, Va. At the expiration of his term of service he returned to Brooklyn. He afterwards went to the front twice with the 52d N. Y. Volunteers, serving as captain; and when the war closed he held the rank of major of engineers. For thirty years he lived in the sixth ward of this city, and for the greater portion of that period was an active, aggressive political leader in that district. He was the recognized head of the Republican element in his ward, and held several political positions. He was connected with the internal revenue office for some time, and he was afterwards a deputy sheriff and served during the shrievalty of Aras G. Williams, Albert Daggett, Lewis Stegman and Clark D. Rhinehart. He was a veteran of the volunteer fire department. After his return from service during the war, Mr. Hardy resumed real estate and insurance business in Brooklyn, with John Wyckoff as a partner. They were instrumental in forming the Firemen's Fund Insurance Company. When the partnership between Messrs. Hardy and Wyckoff was dissolved, the former undertook the agency of the Home Fire Insurance Company and the Equitable Life Insurance Company, conducting these interests in connection with his real estate speculations. Mr. Hardy was born in New York city, on August 22, 1838, and was educated in the public schools. In his early life he invented the first compression stop-cock ever made. At one time he was a prominent athlete and an expert amateur billiard player. He was a trustee of Fortitude Lodge, F. and A. M., and of Nassau Chapter, Royal Arch Masons; he was eminent commander of Damascus Commandery, Knights Templars, two terms; and a member of Mecca Temple, Mystic Shrine, the Veteran Volunteer Firemen's Association and Devin Post, G. A. R. He was treasurer of the Vesta Manufacturing Company, which he organized. His death occurred on December 8, 1892.

JOSEPH PLATT.—One of the leading architects of Brooklyn was Joseph Platt, who was born in New York city on September 11, 1814. He was educated at various schools both here and in New York. It was not until 1831 that he removed permanently to Brooklyn, as at a very early age he commenced to serve an apprenticeship with James Underhill, in New York, as an architect and builder. Long before he was twenty-one he showed unusual aptitude for the profession, and after he attained the age of twenty-three he designed and supervised in every particular the erection and construction of some of the finest edifices which adorn the city. Civic honors, though not sought by him, were thrust upon him by his fellow-citizens. In 1873 he was elected alderman and served two terms; he served two years as supervisor from his ward—the third—and was a commissioner of the board of elections for eight years. It was during the incumbency of Mr. Whitney as mayor that he was first appointed commissioner of the department of public buildings, to which he was afterwards twice reappointed by Mayor Chapin and more recently by Mayor Boody. He always performed his official duties in a manner with which no one had ever found reason to complain, and labored early and late in the city's interests, but took time to pay attention to the requirements of society. He was an old-time "fire laddie," and took much interest in the Veteran Firemen's Association, of which he was an active member. The same may be said of his connection with the Society of Old Brooklynites, to which society he was admitted in August, 1883. He died on May 28, 1892.

GUERNSEY SACKETT.—A life marked by many-sided usefulness, was that of Guernsey Sackett, whose death occurred on May 6, 1892. He was a member of the executive committee of the Union League Club at the time of his death. He was also a trustee of St. Catherine's Hall, a director of the Brooklyn Choral Society, a vestryman of the Church of the Reformation, an honorary member of the Brotherhood of St. Andrews and a member of Anglo-Saxon Lodge of Freemasons. A farmer's boy in summer, and a pupil at the district school in winter, he prepared himself for admission to the seminary courses which he pursued at Amenia and Cazenovia, supporting himself while engaged in his higher studies by teaching school. He was nearly fifty-nine years old when he died. He was a descendant of Richard Sackett, one of the first settlers of Dutchess County, and on his mother's side was descended from the English Guernseys. After



JOSEPH PLATT.



GUERNSEY SACKETT.

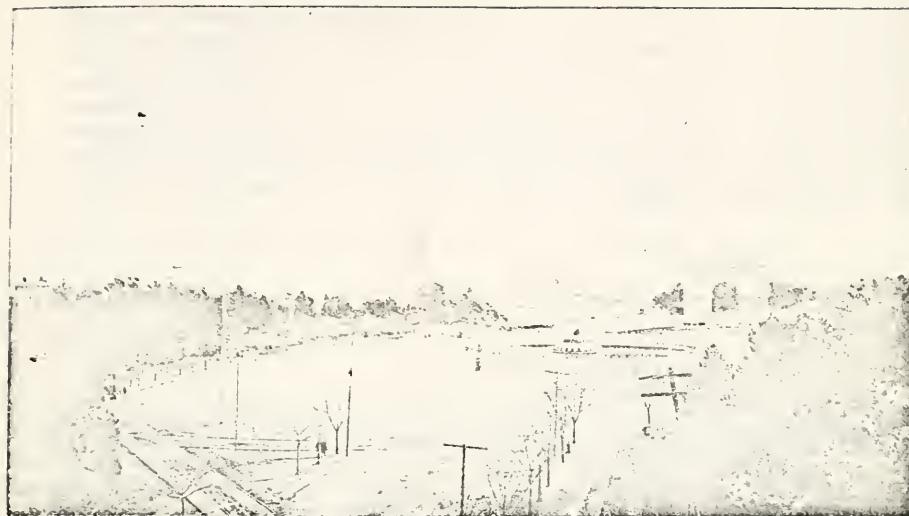
two years' study in the law office of Judge John L. Talcott, of Buffalo, he was admitted to the bar, in 1856, and went to Kansas, where he took an active part in the turbulent affairs of that then newly settled territory. He was head of the law firm of Sackett & Lang, and was noted not only for his professional ability, but for his unwavering devotion to high principles in all the relations of life. He was married, after his return from Kansas, to Miss Gertrude Bertine. He had a refined literary taste, and was remarkably familiar with the poets. His own pen refused to be employed solely in the verbiage of the law, and traced many a graceful verse that found publication and was widely copied.

The only Brooklynite who has received the honor of a public monument outside of his own city is the late ALEXANDER LYMAN HOLLEY, who died in 1882, a memorial of whom (a bronze bust of heroic size, executed by J. Q. A. Ward) was erected in Washington Square, New York city, in 1890, as the joint tribute of "engineers of two hemispheres" to the "foremost among those whose genius and energy established in America and improved throughout the world the manufacture of Bessemer steel." These

words, inscribed upon the memorial, state but one of his claims to fame. Born July 20, 1832, at Lakeville, Conn., (of which state his father was at one time governor); graduated in 1850 at Brown University, and employed at first as draughtsman and machinist in the Corliss locomotive shops at Providence, R. I., he began at once a career of professional and literary activity, which knew no pause until, dying at the age of 50, he had already been recognized as an authority in railway engineering and ordnance and armor, as well as in the manufacture of steel by both the Bessemer and the open-hearth methods. His reputation in the first particular rests upon his joint authorship with the brilliant Zerah Colburn of the classical treatise on "The Permanent Way and Coal-Burning Locomotive Boilers of European Railways, with a Comparison of the Working Economy of European and American Lines, and the Principles upon which Improvement must Proceed" [1858], and finally, his own work on "Railway Practice" [1860], of which a recent writer has said, that "our railway practice in the branches of which it treats has done little more than follow its guidance, and its recommendations and warnings are not yet out of date." As the engineer of the "Stevens Battery," he made in 1862 a visit to Great Britain, the result of which was his treatise on "Ordnance and Armor," which appeared at the close of 1864, and at once became a recognized authority everywhere on both sides the Atlantic. In 1865, Bessemer works were built under his direction at Troy, N. Y. From this time until his death, his career was substantially the history of the Bessemer manufacture on this continent. He planned or assisted in planning the great establishments at Harrisburg, Chicago, Joliet, Pittsburgh, Johnstown, Bethlehem and Scranton, and was at the time of his death consulting engineer of the associated Bessemer works of the country—a position in which he has had practically no successor. The improvements he introduced into Bessemer practice laid the foundations of a progress which may be summed up in the statement that the product, usual in 1865, of about 900 tons a month from two converters, was increased before 1883, to over 10,000 tons for the same period and plant. The resultant cheapening of Bessemer rails has revolutionized the commerce of the world. Throughout his life he was active as an author. His contributions to the *New York Times*, both editorially and over the signature of "Tubal Cain," particularly with relation to the then new problems of ocean screw-steamships, like the Great Eastern, attracted wide attention. To his winning personality, graceful written style and felicitous speech he owned much of his singularly rapid and varied success. The Bessemer Medal was given by the Iron and Steel Institute to his widow, in recognition of the valuable services he had rendered to the metallurgy of steel; and tributes from all parts of the world testified to the affection as well as admiration of his professional colleagues for one whom the veteran Ericsson well called the "brightest ornament of American engineering."



HOLLEY MONUMENT, WASHINGTON SQUARE, NEW YORK.



PROSPECT PARK, MAIN ENTRANCE.

PARKS AND CEMETERIES.



PICTURESQUE places for public recreation and beautiful burying grounds are features of especial pride in every city which possesses them. The park idea seems to be one which naturally occurs to the mind of a community very early in its township life. The increase of the population and the spreading of commercial industries result in an aggregation of brick and mortar buildings and cheerless frame structures ranged in solid rows; the grateful, elastic turf of the road and pathways is obliterated by chill carpetings of stone, and slowly, but continuously, the grassy plots and mounds and the gracious greenery of the trees and shrubs disappear before the merciless march of a bustling, unaesthetic civilization. The town grows and every year the distance to green fields increases, until the fancy of the people is projected forward to a possible future when the streets, lined with commonplace dwellings, shops and factories, extend for several miles in all directions and Nature's beauties lie buried beneath their ogre forms. The revulsion from this fancied picture is the parent of the park idea; the desire to save some remaining tract with natural beauties and preserve it for a recreative refuge spreads in the community and becomes determination; and the site sought for such a reservation



THE LAKE AT BOAT LANDING.

is usually outside yet near the building centre, a place where the ring of the axe has seldom sounded and the scars of the plough are unknown.

It was while Brooklyn was yet a village, nine years before it attained municipal dignity, that the first project for any such a public preserve had birth. At that time Columbia Heights retained considerable of its pristine beauty. It was a superb piece of rolling land, with its slopes handsomely wooded, richly robed with grass and veiled by shrubbery; its crown was occupied by farms and pretty, semi-rural residences. When the old Dutch settlers held undisputed sway in New Amsterdam and only the first few farming settlements existed on Long Island, this spot, then known as Clover Hill, was a loved resort, and the natives of the embryo metropolis were wont to cross the East River and climb the slopes which, green and graceful, rolled up from the sandy shore to the velvet cap on which gnarled cedars swayed as plumes; there, standing among the trees and breathing their perfume, one could revel in the glorious landscape presented by the wooded shores and islands of the peerless New York Bay. The promulgators of the first park project in Brooklyn—of whom Hezekiah B. Pierrepont was the prime spirit—proposed to lay out a promenade, 150 feet wide, on the brow of the Heights, commanding this inspiring vista. After the usual discussion the village trustees approved of the plan, in 1826, and a number of citizens agreed to donate such



SITE OF MAIN ENTRANCE, 1863.

parts of their property as would be necessary. The idea seemed full of promise, and Mr. Pierrepont, then the chairman of the village committee, had the necessary map prepared by Silas Ludlam. But one citizen, Judge Radcliff, through whose property the proposed promenade would pass, vigorously opposed the plan and it was abandoned. Nothing more in this direction was done until after Brooklyn had become a city, in 1834, and then it was not long before public parks were talked of once more. Many important events in Brooklyn's history have transpired in April and it was in that month, in 1835, that three commissioners were appointed "to lay out streets, avenues and squares." This commission laid the foundation of the present system of parks and also Green-Wood Cemetery, for on their map the commissioners designated the original plot, which has since grown, by almost yearly additions, to the present proud proportions. Eleven parks were planned and named by this commission, viz.: City Park, Washington Park,



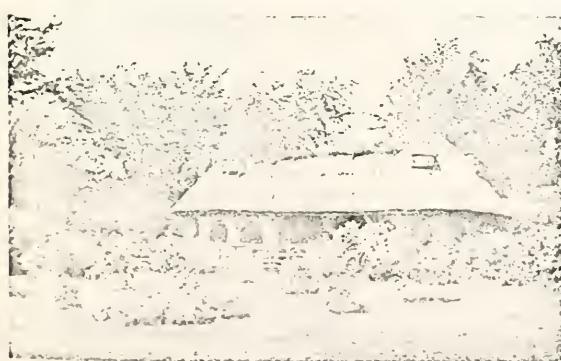
MAIN ENTRANCE AND PLAZA, 1873.



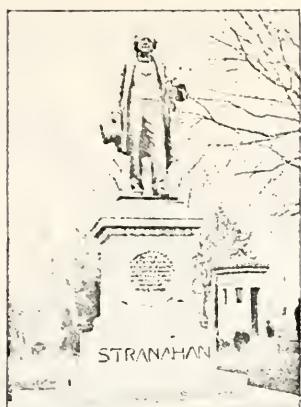
AN AUTUMN MORNING IN PROSPECT PARK.

Johnson Square, Lafayette Green, Bedford Green, Marcy Square, Prospect Square, Reid Square, Tompkins Square, Fulton Square and Mount Prospect Square. The commissioners filed their map with the city clerk in January, 1839, and soon after the city acquired the property designated for Washington and Tompkins Parks. The purchase of the City Park had been authorized by the Common Council in 1835 upon the report of a committee of "Selectmen," who recommended that "the terms of the proprietors of the low-lands between Nassau and Tillary streets be accepted and said committee be authorized to conclude such agreement; that the lands so recommended in said report be forever used and the same denominated as the City Park." The Washington Park of to-day has an entirely different site from that which was at first selected. The boundaries of the park as designated by the commission of 1835 were formed by Flatbush avenue, Atlantic, Raymond, Fulton and Cumberland streets. After the property for the three parks named had been acquired by the city no further steps were taken towards making them true and beautiful pleasure grounds, and for years they remained a part of the city's waste lands. In 1845 the State Legislature decided that the site selected for Washington Park should revert to its original owners. Two years later a petition signed by more than five thousand taxpayers was sent to Albany asking that authority be given to the Common Council of Brooklyn to acquire for park purposes the old Revolutionary battleground known as

Fort Greene. The prayer was granted and the new site was christened Washington Park. Some slight improvements were made in the land, and this became the first practical park of the city, for though the City Park had been twelve years in the possession of the city it remained in a squalid and almost foul condition. It was nearly a quarter of a century after the initiatory steps were taken by the first commission before the need for larger and handsomer recreative spots was felt with such force by the people that the park idea gained the spirit and impetus which gradually provided Brooklyn with the magnificent public grounds which to-day are a



THE THATCHED SHELTER.



THE STRANAHAN STATUE.

source of justifiable pride. In 1858 the legislation was begun which resulted two years later in the purchase of the first portion of the present Prospect Park, also in the final improvement of Washington, City and Tompkins parks, and ultimately in the purchase of others, until now Brooklyn boasts of about 760 acres of public parks, exclusive of the Ocean and Eastern Parkways, than which no handsomer drives exist in the world. Until the agitation began for some large park and the plan of Prospect Park was formulated, the several parks were brought into being and cared for by special commissions appointed for the purpose. When the legislation preparatory to the laying out of Prospect Park began a commission was appointed for the purpose by the State Legislature and subsequently another law enacted by the same body created a board of seven park commissioners, who were thereafter to have exclusive charge of all park properties. It was after the completion of Prospect Park, however, before the commission actually assumed control of either the City Park or Fort Greene, both of which had been neglected during the construction of Prospect Park, but since 1868 all the parks have been directly cared for by the commission, which has dwindled to a "single-headed" one. The parks of the city now open to the public are, in order of importance: Prospect, Washington, Tompkins, City, Carroll, the Parade Ground and the City Hall Park. Besides these there are several small triangles not accessible to the public, or not used as places of resort. These are located at Gwinnett street and Broadway; Underhill and Washington avenues; Greene avenue, Fulton street and Cumberland; Lafayette avenue, Fulton street and South Elliott place: and that at Putnam and Grand avenues and Fulton street, where an old pump once stood under the shed. The first three named are grassy enclosures, the last two not so.

Several other parks are planned and negotiations are pending for the purchase of the property. One project of the park commissioner is a new boulevard, laid out after the fashion of the Ocean and Eastern Parkways and connecting the latter with the park at Ridgewood Heights, thus forming an uninterrupted and beautiful drive from Coney Island to the Queens County line. Another plan is a still more picturesque drive along the Bay Ridge shore bordering the Narrows. Among the lands already acquired, but which as

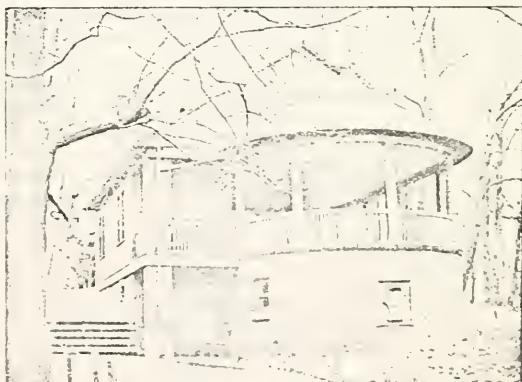


THE LONG MEADOW, FROM THE THATCHED SHULTER.



THE COACHING PARADE IN 1891.

yet are incomplete, are the Coney Island Concourse, the forty-six acres on the heights at Ridgewood, adjoining on one side the main source of the city's water supply, and on the other the Cemetery of the Evergreens; Bedford Park, Sunset Park, Bushwick Park, Winthrop Park; and eight acres in the heart of the densely populated Twelfth Ward. That at Ridgewood abounds in variegated levels, well wooded and commanding a view that sweeps the distant horizon. Thirty more acres to be added are now in process of acquisition, and when actual construction begins it will probably be named Highland Park. Bedford Park is contained in the four acres of the old Spanish-Adams estate, bounded by Prospect and Park places, Brooklyn and Kingston avenues. An ancient colonial mansion still stands on the grounds and is the source of a considerable income. This plot cost the city \$150,000. Sunset Park is another grand park site, situated on a crown of land 170 feet above tide water, within the limits of the Eighth Ward. It covers an area of four large city blocks, or about fourteen and a half acres. It was purchased about a year ago at an outlay of \$165,000, and promises when improved to be one of the most attractive of the local parks. In October of the present year negotiations were completed for one-half the ground needed for the Twelfth Ward park. As planned, it is three blocks wide and one deep, bounded by Richards, Verona, Dwight and King streets. Four acres have been obtained at an outlay of \$1,400 per city lot. Bushwick Park takes its name from the well-known and historic locality in which it lies. Located in the Eighteenth Ward, Knickerbocker and Irving avenues, and Starr and Suydam streets form its boundaries. Its six acres of area have been for many months under process of cultivation and adornment and by next summer it will be thrown open to the public. Winthrop Park is to be the local breathing spot allotted to the residents of the Greenpoint district. It comprises nearly eight acres, lying between Van Cott and Nassau avenues and Russell and Monitor streets in the Seventeenth Ward. It has been about completed and, like Bushwick Park, will, when finished, resemble Tompkins Park. At one time the jurisdiction of the park commission



CROQUET CLUB HOUSE.

extended also over the four small openings or plazas, on Columbia Heights, one each at the foot of Clark, Pineapple, Cranberry and Middagh streets. These places—five were originally planned—were reserved as public squares in order to preserve the view of the river and harbor, which was rapidly being shut off by the progress of building. The City was to raise and expend for their maintenance \$500 each year, but this it failed to do and they were finally transferred by lease to the wealthy holders of adjacent property. The points of individual history relative to each park are given in the sketches of them which follow.

PROSPECT PARK.

Weary of the ceaseless clamor natural to a city's streets, tired of the turbulence of travel and worn by cares commercial and domestic, the fatigued Brooklynite turns in a mood of unconfined contentment and delight to that pure pleasure-ground and verdurous stretch of acres gratefully presented to the mind in two short words—Prospect Park. A city park more opulent in native beauty than this one, whose primitive features have been so well preserved and wisely augmented by the artificial touch of man, verily it would be difficult to discover. Wander where you will within its pleasant precincts the eye cannot escape the constantly unfolding panorama of pastoral loveliness. There are a few rare spots in Prospect Park where only the intrepid robin knows the way and the saucy gray squirrels whisk their silvery tails in the straggling sunbeams. There is ruggedness in plenty for those who seek it; places of uncouth aspect, wild as the day after chaos, abound. And yet one cannot get very far beyond the curving carriage-ways and sinuous foot-paths; the rude and rustic throughout the park are nicely balanced by the prim and polished. To understand and appreciate its varied charms it is necessary to see Prospect Park under many conditions and in every season. In summer time, of course, its wealth is most abundantly displayed, though to the true lover of

Nature all seasons have an equal fascination and felicity. One is impressed at the very gateways of the place by its large simplicity. Approaching the park from the north, by way of Vanderbilt or Flatbush avenues, a glimpse is had, at the point of a long perspective, of tumbling water, spouting and scintillating in the summer sun like a bunch of brilliants tossed in the air by fairy fingers. A closer view reveals the familiar fountain, its restless flow of liquid light hiding from sight much of its circular form of lasting Coignet stone, and only now and again revealing the chaste design spread upon its dome-like surface. Beyond the sparkling fountain and the terraced promenade, looms palely against the blue of the sky and green of the tree tops the graceful white granite arch raised to the memory of stout-hearted soldier and sailor boys who gave their lives in defence of the menaced Union. In front of the fountain, an effigy in bronze perpetuates the form and calls to mind the deeds of Abraham Lincoln; while in a direct line beyond the big stone span and just inside the paling of the park, stands a statue of the man to whom we owe the existence of this princely pleasure ground.

With a passing glance at the summit of the hill on the east where is the Prospect Hill Reservoir—and at one end of it the newly built water tower, lifting welkinward, gray and grim, like a piece of transplanted mediaeval architecture—we enter the park proper and come at once under the spell of full-foliated trees, blossoming bushes and fragrant flowers. Along the winding pathway, walled by a wealth of greenery, we amble in peaceful mood, drinking in the sweetened ozone for the refreshment of the lungs and feasting the eyes on the myriad beauties of smiling Nature. Up and down easy grades, past where a few steps aside



THE LITCHFIELD MANSION, PARK OFFICES.



THE IRVING STATUE.



CROQUET PLAYERS ON THE LONG MEADOW.

on a little by-path lead to one of the prettiest of nooks, a shelter called "The Thatch," because of its roof of thickly thatched straw; it is almost hidden in an arbored bower which is draped by trailing vines and from it is gained a charming view of the West Drive, with the Long Meadow, the woods, hills and vales beyond. Along the main path, under a cool archway—the lichen-grown Meadow Port, of ancient aspect—one's way leads on to the upper part of the level meadow-lands, close cropped and soothing to the wearied foot. Here on a carpeting of emerald velvet, with a fair background of distant hills—pale, purplish and vapor-veiled—free-minded and light-hearted men and women engage in games adapted to the open air, such as croquet and quoits, while children run and tumble about the grass in pastimes more robust. Walking from the common, back, westward to the path, the visitor reaches the intersecting walkway from the Third Street Entrance. Following this across the driveway he may quickly walk out to the Ninth avenue edge of the park, where upon a little rise of ground, within the park proper, stands the historic Litchfield mansion of sombre brown, now used as the headquarters of the park police. Strolling back along a woodpath one may return to the walk which skirts the common and the meadow and find upon its west side the "old" picnic grounds, where Sunday schools and small societies have merry outings in the summer, and here when the patter made by the falling of the chestnuts begins to be heard, the small boys, and big boys, too, strain backs and eyes poking among the fallen leaves in search of the luscious harvest. Along the path beside these grounds are the small carriages drawn by the bronze-horned goats which so fascinate the toddlers; here, too, just to one side, are the ponies which furnish to ambitious Young America a first-class jolting about an arena of soft earth. On the other side of the walk, opposite from the ponies and the picnic ground, is the Picnic Shelter where soda, cream and cakes, but no "ale" may be purchased. This shelter, and the carrousel, which is close by, are on the border of the central division of the Long Meadow. Down in the further meadow the great green plain is dotted thickly with the white nets and gay costumes of many tennis players. Healthy youths and



"A FLOCK OF SLEEK AND WELL-FED SHEEP."



TOM MOORE'S STATUE.

maidens, clear-eyed and rosy-cheeked, glowing with the heat of exercise, toss the evasive little spheres of rubber back and forth across the nets and make a spectacle of moving color which has peculiar charm; very brilliant the contrast and pleasing, the picture made by the white and parti-colored flannels of the players as they move about the deep-green flooring of the turf. Beyond the tennis courts, a wide piece of unkempt pasturage recalls the distant country. This part of Prospect Park is genuinely rural in its character. At certain hours of the day the casual pedestrian who wanders, mayhap, by chance, into this section, finds himself confronted by a natural picture, perfectly composed and full of positive but harmonious color. Disposed upon this expanse of fresh herbage is a flock of sleek and well-fed sheep, their woolly sides well matching the tiny, floating islands of cloudland which drift listlessly through the blue ether of the upper air. Nibbling the turf or shambling about with that amusing helplessness so characteristic of their race, the restless flock lends a live interest to the scene and forces the thought to turn in reminiscent reverie to the masterful canvases of Mauve and Millet, whereon choice bits of nature just like this of Prospect Park have been lastingly

reflected for the eyes' delightment and gentle excitation of the emotions. And, as in the paintings of Mauve and Millet, the shepherd, stoical and picturesque, forms an important adjunct of the representation, so in this living picture of the park the shepherd moves and plays his part precisely. A quaint old fellow is this master of the flock; as with his timid and ungainly charge, there is a strain of shyness and of mental aimlessness in his interesting personality. Leaving reluctantly the sturdy old shepherd and his sheep, one naturally turns leftward and proceeds across the green to the foot of Cemetery Hill, an eminence, tree-crowned and gradual in its rise, whose winding paths, scarce visible between tall grasses, lead to a shaded summit from which the outlook is a joy. A portion of this hill, fenced from the public ground, is used as a place of interment by the Friends' Society. Here, beneath half-hidden tombstones, moss-laden and crumbling in the partial gloom, sweet-mannered folk, who made but little stir in the bustling circle within which their lives were ordered, but who left behind them lasting lessons in the art of amiability and gentleness, sleep in that dreamless slumber which knows of no awakening. The solemn stillness of a forest's heart pervades this place; with ancient oaks and time-dried maples arching their gray arms overhead, their mingling foliage whispering in soft, leaf-language the sad message of the breeze, and untrained flowers and grasses rioting in wanton luxury among the nameless and forgotten graves beneath, the spot has all the hallowed hush of precincts peculiar to the dead, and none of the pomp and tawdry show of the conventional city cemetery. Down from the quiet hill and its restful shades one may follow the open driveway which skirts the base on the west

side, or cross a piece of open land beyond. A short walk brings the pedestrian in sight of the park reservoir and the superbly constructed artesian well, both of which are in the shadow of lofty Lookout Hill. From the top of this one beholds an exquisite vista—with little towns lying snuggled here and there amid the greenery, and tiny, chalk-white church spires pointing their slender fingers to the sky, while far beyond

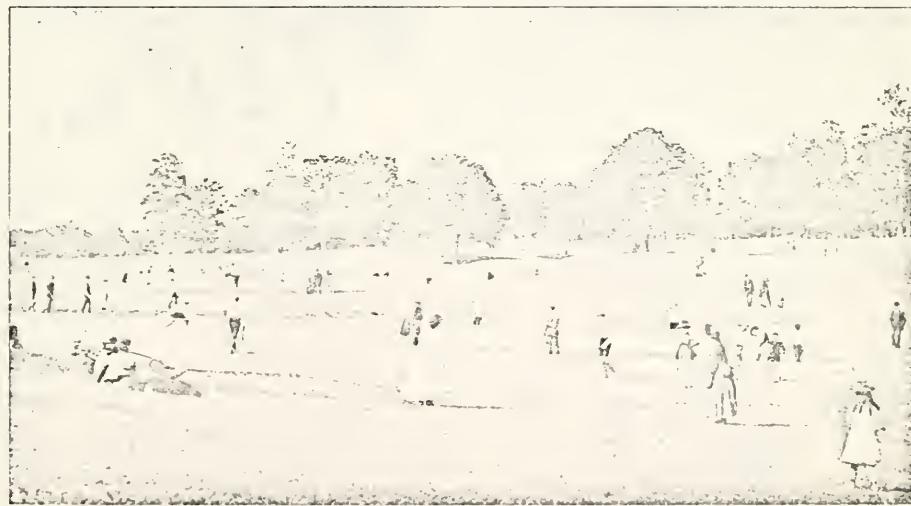


THE DAIRY.

a narrow belt of turquoise blue, is the distant sea drawn, like a narrow ribbon, taut against the pure, pale azure of the world's curved wall. The slope of this superb view-point is thickly grown with fir and maple trees, and it is a favorite spot for dreamy idlers who love to be alone far away from human hubbub; here seems to be the most popular resort of the song birds, and nests are quite plentiful among the trees; with a book in hand, or with hands clasped behind the head, one may lie here for hours listening to the full-throated warblers, watching the flit and soar of the prettily-plumaged creatures, inhaling the precious perfume of the pine-bud's breath and staring in sublime contentment at the drifting bits of cloud life, till all the earth seems a fairyland as glorious and as perfect as a poet's dream. By circling the southern extremity of the great lake, where the tiny toy yachts skim like gulls over the placid plain of water, the handsomely adorned Boulevard Entrance is reached. Returning on the east side and skirting a forest of stately size on the right hand, or south side, one catches here and there refreshing glimpses of the silvery sheen of the lake—a polished mirror in which Dame Nature smiles and frowns alternately—and sees the tiny, tree-like peninsulas, with secluded shelters on them, which overhang the water's edge. Onward, the path leads to the flower gardens, rich in bits of ornate architecture, and native and exotic plants; here is the little bay where the swans and gold-fish swim up to gather the crumbs thrown to them by children over the granite coping. Here is also the pedestrian concourse and near by are the bronze bust of Washington Irving, presented by the late Demas Barnes; and of Tom



SHELTER AND PAVILION AT THE FLOWER GARDEN.



TENNIS ON THE LONG MEADOW.

Moore, the Irish poet, which was the gift of the St. Patrick Society. Above here the lake makes a big sweep to the eastward and following it the wayfarer discovers Breeze Hill, where formerly the camera obscura stood on a mound near the driveway. To go straight on would mean to cross Terrace Bridge, the



with their interesting and interested passengers. But how different looks this same house in winter time, when huge stoves throw a ruddy glare about the room and, without the plankways lead to the smooth, white fields of glistening ice over which glide the graceful skaters, while the clink of the steel mingles lightly with the musical shouts of laughter and comradic calls. Just behind the boat house is the little drinking fountain where the water bubbles ceaselessly up from a small bowl of perforated metal and forms a convexed lump of crystal liquid into which the children—large and small—love to push their lips and noses while they quaff the refreshing draught. Turning to the right, or eastward, the walk leads under the East Wood Arch, where the youngsters like to fill the air with their merry shouts. Following the path, there is opportunity of egress by the Willink Entrance, more familiarly known as the Flatbush entrance; but, by making a turn to the left, one may roam along on the Flatbush avenue side, past where the gracile deers and the waddling ducks from Muscovy have a park with ponds made exclusive for them by the high iron fence. Along here the pedestrian feels satisfied that Eden has been artificially restored; with the deer paddock on one side he

looks to the other hand upon an ideal driveway which has a miniature forest for its background and is separated from the footpath by a narrow grove of trees, as picturesque as any which ever waved their branches in the wanton winds; traversing the pathway, one reaches the point where the little rustic arbor juts out over a stream which splashes down over rock and boulder toward the pond within the deer park; this is one of the most secluded and yet most inspiring of the ramble routes within the park. From the deer enclosure, by a slight deviation to the left, one walks to Battle Pass, where a bronze tablet set into a massive boulder, half buried in a

hillock known as Battle Pass Redoubt, commemorates the intrepid valor of the Revolutionary soldiers who, under General Sullivan, represented the outer lines of the American defences on the fateful day of August 27, 1776, when, after a dauntless struggle to maintain their position, they were mercilessly massacred between the Hessian and English troops. The Dongan Memorial Oak stands here a few feet from the driveway to mark the spot where the patriots felled a forest monarch across the road to obstruct the onslaught of the enemy. The tree was planted with ceremony, on Arbor Day in 1890, as nearly as possible on the spot where the original grew. From this point is easily reached the Children's Playground, an almost circular, gravel-strewn plaza of about an acre, where in days gone by was heard the whirr and wheeze of a merry-go-round. This is near the Vale Cashmere, a locality which might well be called a miniature paradise; on every hand are beds and banks



of flowers and shrubs which yield intoxicating incense to the breeze; here is a little lake, whose reflective face is flecked by lily-pads and from which a single-spray fountain tosses liquid pearls into the air. On a walk which runs along one side of this delightful vicinage, on a somewhat higher level, is an arbor, from





THE FARM YARD, BEAR GARDEN, SLAVE KITCHEN, ETC.

which may be obtained a vista of the whole locality, which while closely circumscribed, is as refreshing and entrancing as a bride's bouquet. Leaving here and following the pathway leading under the vine-shrouded Endale Arch, the main entrance at the plaza is gained, where besides each gateway nestles a little shelter.

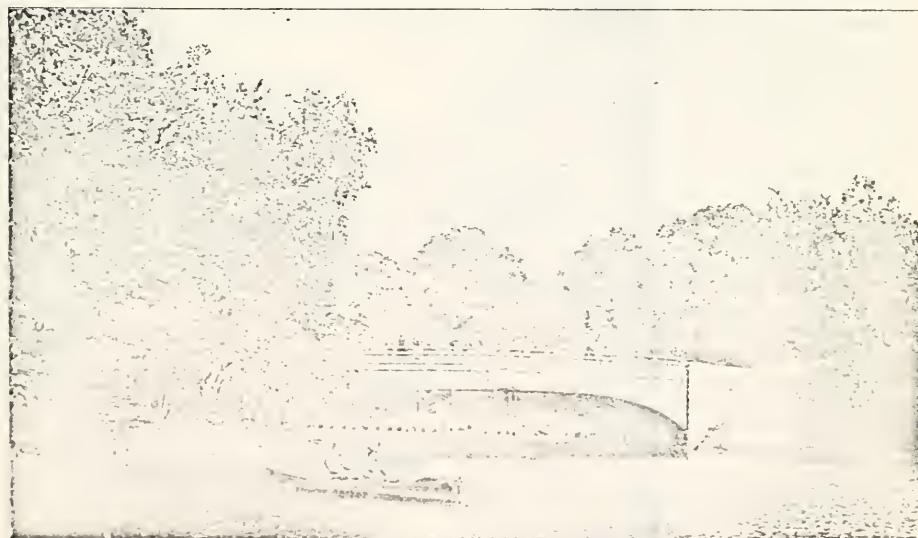
In making this encircling journey about the park many important and interesting places in the central part will be missed. Chief among these is the Music Pagoda and the Music Grove, the trees about which have so often echoed the strains drawn forth by famous bandmasters. Opposite this is the Nethermead Common, between which and the lake runs one of the most beautiful of walks; it runs close by the lake shore, and visitors are permitted to enter the sloping grove, which intervenes between the tarred walk and the water's edge; seats are found at intervals in this grove, and it affords keen joy to the artistic to sit and watch the boats swim along the water between the wood-fringed banks. If instead of following this path, which eventually tends to the big well, the rambler follows the little stream from the music pagoda, he passes under the Nethermead Arch and may wander on till he reaches the pool on the south side of the Long Meadow and opposite the picnic shelter in which the Rotary Yacht formerly afforded a peculiar pleasure to the children. Or the strolling sightseer may seek the Music Grove Bridge, and, crossing the stream just above the pool called Ambergill, ascend the path which runs between a fir-clad bank and a gorge in which the stream flows on toward the main lake; here he comes upon one of the most rugged pieces of scenery in the park, where the water tumbles with incessant roar over big rocks down to the gorge which winds about beside the path. The walk beside this waterfall is rock-bound, and opposite the falls a silvery stream juts out from between the stones, and forms a pool in a rock which the water has worn until it is a natural bowl; dippers hang here and many persons are wont to walk out of their way in order to drink from this grateful stream. To the right from the waterfall the ascent leads over two flights of stone steps between which is a terrace and an arbor from which you may watch and listen to the rollicking waters. Climbing the second flight brings the delighted visitor to the Dairy having little terraces and arbors about, where the weary ones may sit and feast their eyes upon the pretty surrounding while they feast the stomach with the caterer's compounds. On the hill-slope, a short distance from the Dairy, is the bronze bust of John Howard Payne, from which across the meadow may be seen the "lowly thatched cottage," before spoken of as The Thatch. Turning back toward the Dairy a path leads past the Dairy stables, cow-pen and sheep-fold, where the pigs grunt and the peacocks utter their discordant cries, onward to a turn where the bear-den always holds a fascinated cluster of spectators who watch the clumsy fellows, and timidly toss them nuts to crack. Just across from the bear-den is Sullivan Heights, known to many as the "new" picnic grounds. But, however

carefully and quickly one may travel about this Elysium, its points of beauty and grandeur could not be all discovered in a single day, and there are many interesting features yet to be mentioned. North of the Long Meadow, beside the path which runs along by the croquet grounds, is the club house of the Brooklyn Croquet Association, a new and very handsome building. Away down along the Ninth avenue side, extending opposite Ninth, Tenth and Eleventh streets, are the Archery Grounds, on which is the Archery Shelter. This side of there, opposite Seventh street, are the conservatories and tree nursery, the park stables, carpenter shop and bell tower. Other spots which strangers inquire for are Lily Pond Lake, just back of the Music Pagoda; Binnen Water Pool, which is on the stream that wends north from the Music Grove toward Ambergill below the Dairy; Binnen Bridge, which crosses the stream at a picturesque point behind the boat house, and overlooks Lily Pond Lake; Binnen Water is the little lake immediately in front of the boat house, and is separated from Lullwater by Lullwood Bridge, known to the skaters as the "first bridge." Then there is Fallkill, where a cunning cataract tumbles under a bridge into the pool that borders on the meadow; Culvert Arch, opposite the pond within the Deer Paddock; Ford Bridge, which is away over on the east side of the lake, near the carriage concourse where the big drinking urn is; Valley Grove Bridge, under which one passes on his way from the Music Grove to the Dairy; Esdale Bridge, which you cross just before reaching the meadow, when coming from the Nethermead and Music Grove; and besides all these, there are numerous shelters, arbors, plazas, fields, groves, mounds and prettily sequestered walks that have no name, but which fix themselves forever in the memories of those who have reveled in their beauties.

The park, including the ten acres of the Quaker Cemetery, comprises $5\frac{1}{2}$ acres, which are divided as follows: Water courses, 15 acres; lake areas, 62 acres; woodland, 110 acres; meadow, 70 acres, and plantation, $25\frac{1}{2}$ acres. There are nine miles of drives, nearly four miles of bridle roads, and twelve miles laid out in walks. Few who visit the park realize the wealth of vegetable life that it contains; over 300 varieties of trees and shrubs and nearly all the flora which will thrive in this climate, is spread in this pleasure ground for the joy and instruction of all the masses, the commonest citizen, no less than for the most distinguished and wealthy. The birds which frequent the trees are equally numerous and varied in species, and the burden of their sweet songs would blend into one stupendous symphony if human ears could gather



THE PAYNE STATUE.



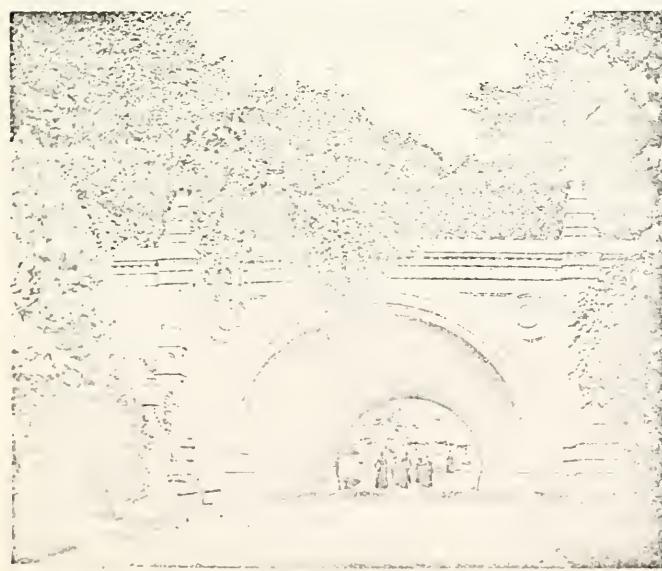
ULLWOOD BRIDGE.

the scattered strains. Outside the park proper, adjoining its southeasterly corner on Coney Island avenue, is the Parade Ground, which covers forty acres. Since it was laid out and the shelter and other accommodations completed, it has been given over to the uses of the local militia and to field sports. The militia first took advantage of the privilege on May 23, 1871, when Brigadier-General Thomas S. Dakin paraded the Fifth Brigade of the National Guard. Many fine games of polo, lacrosse, cricket and base ball have been played here, and it has been the field of several sham battles. In the days of the old "Atlantics" base ball nine it was made famous by those players. The driveways leading from the park are regarded as being also a part of the city's parks. Ocean Parkway—a magnificent three road driveway opened to the sea in November, 1876, surpassing in length and beauty the famous Hague—is $5\frac{1}{2}$ miles long by 210 feet wide. At the seashore it divides the Coney Island Concourse, an unimproved park of 70 acres extent, with what was once a water front drive of over half a mile in length and 100 feet wide; but Neptune's inroads by winter storms have reduced its length about one-half. The Eastern Parkway, which wends easterly from the Plaza to the Twenty-sixth ward, two and a half miles away, is the last link in the chain of magnificent drives from the ocean, through city, park and suburb, constituting a smooth course of about ten miles. Plans for two new drives are at present being formulated, one to be along the Bay Ridge Shore, the other connecting the Eastern Parkway with Highland Park and Queens County, on which more millions will be expended when the plans have been completed. Prospect Park, since it was begun, has cost, for land and improvements, the sum of \$9,268,231.05, of which amount nearly 60 per cent, was paid for the latter. Some idea of how well it has fulfilled the purposes of its projectors may be gleaned from the knowledge that during last year it welcomed 16,567,956 visitors and, according to the same record, 132,137 equestrians and 6,696 sleighs entered the park during the past year.

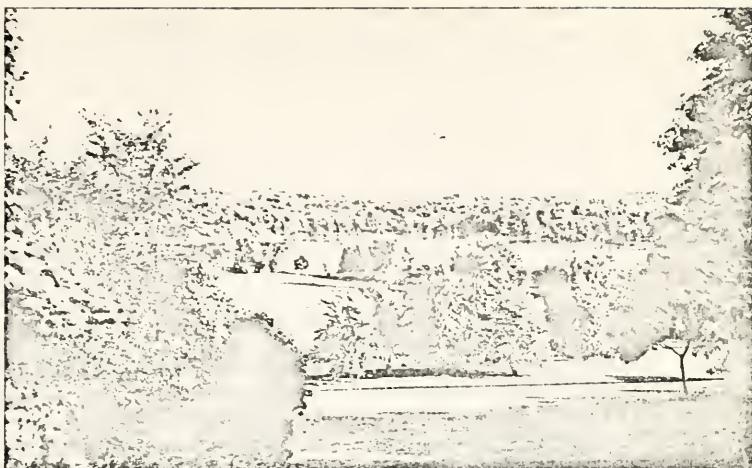
Thirty-three years ago the idea of a Prospect Park was conceived, and the active brain of Mr. J. S. T. Stranahan played a part in the birth and, but for his labors at home and in the legislative halls, it had never been the thing of beauty which it is to-day, to remain a joy forever for those who come hereafter. He it was also who projected and planned most of its beauties and where nature had failed to adapt her clay to such uses,



THE WILLINK, OR FLATBUSH, ENTRANCE.



CLEFT RIDGE SPAN, APPROACHING THE FLOWER GARDEN.



VIEW FROM LOOKOUT HILL, TOWARDS FLATBUSH.

art and science were summoned in aid. At that time the City Park, Tompkins Park and Fort Greene Hill comprised the city's lungs. The resident of Williamsburgh wanted a park and parade ground on the eastern outskirts of their bailiwick. Discussion and time finally evolved a plan which called for a park of generous proportions which would embrace the field in the old town of New Lots, which the militia at that time used for grand parades and field evolutions. This idea did not meet with serious opposition until the original plan was enlarged and it was suggested that the several cemeteries which cluster on the heights overlooking Williamsburgh, on the Queens County border, be also included. Immediately a protest went up in many quarters and from many prominent citizens: prominent among those opposed being Mr. Stranahan, who became the first president of the first board of park commissioners. The protestants in Brooklyn proper banded together and fought the project of the "Burghers" with all their united wealth and influence. A conference between the leaders of the opposing factions followed, during which Mr. Stranahan executed one of his masterly strokes of diplomacy and suggested a compromise which was readily agreed upon. It was in effect that the Eastern District should have its park in any place and of any kind desired, but the residents of the Western District also have one big park; each district or portion of the city thus benefited to pay the cost of its respective improvement. One year later, in 1859, a commission was appointed which reported a plan suggesting a chain of eight parks. Three of them were to be extensive in area, and furnish breathing spots for the then eastern, central and southern districts of the city, while the other five called for squares, in area equal to Washington Park, as places of purely local resort. Two of the large plots were to surround and protect the great reservoirs at Ridgewood Heights and Prospect Hill, respectively, while the last was to embrace a portion of the village of Bay Ridge. The estimated taxable value of these three parks was \$300,000. On April 15, the Legislature passed a bill appointing, as Park Commissioners, fifteen well-known citizens. On the first Monday of the following month there was a gathering of the newly appointed commissioners to take up the lines as laid down in the act, to "authorize the selection and location of certain grounds for Public Parks, and also for a Parade Ground for the City of Brooklyn." Those present were: John Greenwood, J. Carson Brevoort, William Wall, James Humphrey, John A. Cross, Nathaniel Briggs, Abraham J. Berry, Samuel S. Powell, Thomas H. Rodman, Nathan B. Morse, Thomas G. Talmage, Jesse C. Smith, Daniel Maujer, William H. Peck and Luther B. Wyman. Nine months after their appointment they forwarded to the Legislature, through Governor Morgan, an exhaustive recapitulation of their labors. They chose, among others, as a site "that piece of land situated on what is commonly known as Prospect Hill," then lying in the Eighth and Ninth Wards and the town of Flatbush, which had then scarcely outgrown the ancient name of Midwout, and whose boundaries existed mainly on the maps. As suggested by the commissioners the park was originally to be bounded by lines running from the intersection of Douglass street and Washington avenue, along the latter to the Flatbush town line, thence across the intersection of Ninth street and the city line, along Ninth street to Tenth avenue, to Third street, down Third street half a block on the northerly side, and thence parallel with Ninth avenue to Douglass street, and again to Washington avenue. The parade ground feature was not forgotten, and a portion of the White-Howard estate

in East New York was recommended. At this time also three smaller pieces of land were recommended for auxiliary parks. One was a nook on the Heights (still private property), at the very door of a dozen modern palaces; its boundaries were Remsen, Montague and Furman streets and Pierrepont place. Another was a small park of four blocks area, between Ewen, Smith, North Second and Ainslie streets, in the Eastern District. The third was designed to take in one of the historic spots of the city, about seventeen acres lying between Fourth and Fifth avenues, from Third to Sixth streets. It is now a portion of the property known as the Washington Base Ball Park, and until recently was occupied by the Brooklyn Base Ball Club. Note was also made of the fact—strange to the reader of the present—that the County had “recently purchased land upon which it was proposed to erect a court-house near the reservoir,” which was then completed. The Prospect Hill site suggested met with general public approval, and after some minor changes in the boundaries, such as following the lines of Ninth and Vanderbilt avenues to Warren street, instead of to Douglass street, another bill was drawn, authorizing its laying out and including the East New York parade ground clause; also it provided for the appointment of three commissioners of estimate and assessment and the issuing of bonds for necessary payments for land acquired. The interest upon the bonds was to be included in the general tax levy until 1865, when a sum equal to one-half of one per cent. upon the total was to be added to the same, the addition to be one per cent. after 1875, and the whole indebtedness to be discharged ten years later. By the same act seven commissioners were to be appointed to have exclusive control and management, in the persons of James S. T. Stranahan, Thomas H. Rodman, E. W. Fiske, R. H. Thompson, Thos. G. Talmage, Stephen Haynes and Cornelius J. Sprague, the term of office to be three years. This act became a law in April, 1860, with the same facility which characterized its forerunner. The new board of commissioners organized with Mr. Stranahan as president and Mr. Thompson as secretary, and the important work was begun.

About this time there arose also a question as to the constitutionality of the act, and another snag was encountered in the delay of the Supreme Court in appointing the commissioners of estimate and assessment. The remainder of the year was occupied in obtaining accurate surveys, plans and estimates of the work, consultations with property owners and taxpayers, and the filling of the vacancy caused by the resignation of Commissioner Rodman by the appointment of Thomas McElrath. It was not long before the “chain” plan was abandoned as impracticable. While the war between the North and South was still raging, the board of estimate and assessment concluded its labors and the commissioners came into possession of 320 acres of ground, for which an award of \$1,357,606 was made and three-quarters of that amount paid almost immediately. During the next year it became evident that effective discussion of the matter



NETHERMEAD ARCHES.

had centred the public mind, a very different idea from that which had led to the acquisition of the two pieces of ground on Flatbush avenue. The unadvisability of allowing Flatbush avenue to divide the proposed park became apparent, as it would necessarily interfere with the impression of amplitude desired, and moreover, the cost of bridging the thoroughfare to connect the two portions would be too great. The commissioners decided in consequence to ask for the power to dispose of the lands east of Flatbush avenue and purchase additional property further to the southwest, in order to carry out the plan finally devised by Messrs. Olmstead and Vaux, which had been adopted. The Legislature granted the request to acquire more land, but the discussion of the bill to sell the east side lands was deferred, the assembly failing to concur. Considerable litigation, caused by the depressed financial situation, ensued. When in the following year the care and control of the new parade ground, in the town of Flatbush, was given over to the park commissioners, the actual work of laying out the present great pleasure ground began. There were 642 men employed on the work that year, under Chief Engineer Joseph P. Davis, with John Bogart and John J. Culyer as principal assistants.

Nearly 100,000 trees were planted during the succeeding twelve months and after a portion of the Eastern drive that had been completed the park was thrown open to the public in November, 1867, and, although winter's chilly blasts were blowing, there passed through the main entrance before January 1, 24,748 single and 17,341 double vehicles; 9,766 equestrians and 54,242 pedestrians according to the original record. Thus far the land acquired by purchase for Prospect Park had cost \$2,289,909.70 and there had been spent for improvements \$1,078,645. That the popularity of this new resort for the people had become an indisputable fact was demonstrated by the figures showing that nearly 1,600,000 people had wandered about its picturesque grounds within the first twelve months. One-quarter of the total came on Sundays and 51,201 in one day, May 31. And thus the march of progress continued, fulfilling the prophecy of the Rev. Dr. Storrs, that "the silent procession of nature will help abundantly all proper work even though it be tardy." When the tenth year of the commissioners' husbandry had closed the limit of the \$3,000,000 fund for construction had been reached

and a legislative appeal was made for more. Two hundred acres had now been improved and the total city indebtedness for the park amounted to \$6,975,648.41, and the primary plan of construction was announced as realized in all of the territory originally secured, as well as in a greater part of the remainder, including the Parade Ground. Although the construction of the Park began in June, 1866, six years after the Legislature authorized its purchase, it is not yet finished. Many delights were originally planned which have never been carried out for various reasons, lack of sufficient appropriations being principal among them. One was the erection on the crown of Lookout Hill of a magnificent observatory of ornate masonry, several stories



ENDALE ARCH.

in height, from the top of which the observer might at a glance survey the country and ocean against the distant horizons. Another was a pet plan of President Stranahan's, which called for the laying out of a music concourse on the lake shore of the present flower garden, with a circular drive for carriages adjoining. The music pavilion itself was to be located on the little island near by. Later on a temporary music stand was built in the Nethermead Grove which finally gave place to the present one. Mr. Stranahan retired from the Park Board after nearly a quarter of a century of honorable service. During his administration about \$8,000,000 was received and expended for the purposes of the park. Until 1889, when the commission was reduced from eight to three members, the Mayor was an *ex-officio* member of the board.



THE WELL AND PUMPING STATION, PROSPECT PARK.

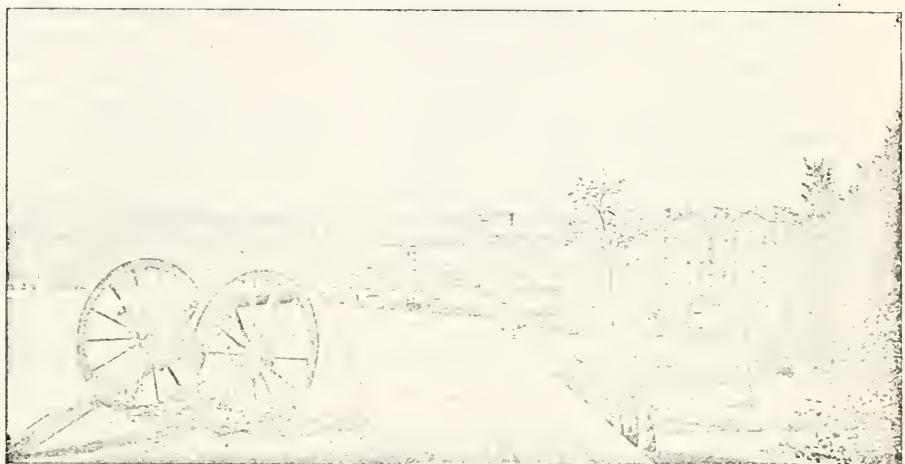
In 1891, by an act of the Legislature, the Board was again reduced and made a "single-headed" commission in the person of George V. Brower.

WASHINGTON PARK.

No locality within Brooklyn's borders, save only that of Prospect Hill, presented more natural advantages and adaptability for a popular and picturesque breathing spot than did the historic hill of Old Fort Greene, when, in 1847, it was acquired by the city to be converted into a pleasure ground which, under the new name of Washington Park, is to-day the most historic of the city's park preserves. It is a piece of tree and grass-grown rolling land, embracing thirty acres, and has in places an altitude so considerable as to overlook the city's highest buildings; over its highest levels gentle and cooling breezes play even on the hottest days of summer. Rare wisdom and discrimination were displayed in laying out this piece of natural summit-land. Except for the walks, the play grounds and the arbor plot, little leveling was done; a picketed wooden fence was built around it, which, after the park was placed in charge of the commissioners, was replaced by a rubble masonry wall with a granite coping; grasses were nurtured, trees and shrubberies cultivated, all with a care to assist and not pervert nature, until the rugged, primitive hill where Revolutionary patriots kept heroic guard is now a massive mound of beauty which rears its verdant heights from out the heart of the city, bearing in its bosom lesser hills and hollows, all robed in Nature's emerald velvet, her bright-hued flowery spangles and her leafy plumes. Within all the park there is not one level pathway; the tar-and-pebble walks trace about among the hillocks like miniature valleys, having rounded slopes of lawn and bush rising sheer on either side. Along these pretty paths school children trundle their hoops and doll-carriages, or race and romp, while in the pleasant summer evenings the benches which stand at intervals along the walks are occupied by romantic couples who whisper tender phrases to the soft rippling of the leaves. The two playgrounds, which occupy one-tenth of the park's area and are separated by a walk, are favorite resorts, in the warmer seasons, of croquet and tennis players, whose graceful figures in bright colors are silhouetted against the bushy background as they pose, or make kaleidoscopic images of great beauty as they flit about on the dark green turf. Over the hills, and among the trees and shrubberies the boys have "bunks" and hiding places which make the park a hallowed one for the purposes of "hide-and-seek," "cops-and-thieves" and similar games; and the occasional alert policeman adds only excitement to their sport. In winter time the steep paths offer rare attractions for coasting, and when wrapped in a snowy sheet the park is as much or more enlivened as it is in summer. Nearly all the paths of the park tend toward or communicate with the other walks which lead to the arbor on the crest of the greatest prominence. Up here is a plaza from which a magnificent view may be obtained of the lower part of the city, the Bridge,

the river, alive with craft, and the upper bay. Over this plaza is the music stand, and at its edge, which is guarded by a granite wall, are the cannons used for saluting purposes. Immediately below this smaller plaza is the grand parade and assembly ground, affording ample standing room for 30,000 persons; descent to it is made by means of three broad flights of granite steps; and one-third the way down, on the first terrace, is found, built into the hillside, the tomb of the prison-ship martyrs, for which so often it has been attempted to wrest from Congress an appropriation sufficient to erect a suitable monument. The remains of these victims were left in the sand on the shores of the Wallabout until 1808, when they were removed to a tomb on the land of John Jackson, near the Navy Yard; from there they were removed on June 17, 1873, to their present resting place. Washington Park extends along Myrtle avenue from Canton to Cumberland streets; along Washington Park (formerly Cumberland street) to DeKalb avenue, and along DeKalb avenue to Fort Greene place; on the west side it is flanked by the grounds of the Brooklyn Hospital, the County Jail and the Morgue, which last nestles against the steps at the north-west corner.

This green heroic eminence, which is honored by the name of America's immortal patriot, in the days of Washington's own lifetime was consecrated by stirring and bloody scenes in the war he led for freedom; and again during the war of 1812 it was the field of busy preparations for defence against the British invaders. Prior to the Battle of Long Island it was a thickly wooded hill belonging to John Cowenhoven, senior, his son, Rem Cowenhoven, and Caspar Wooster; it was known as Cowenhoven *boschje*, or woods. In the spring of 1776, when the British forces began to move towards New York, the hill became one of the redoubts along the American lines of defence through Brooklyn. It was partially cleared of its timber, five guns were mounted, and it became known as Fort Putnam. It was from this eminence that Washington, on



VIEW FROM THE RAMPARTS, FORT GREENE.

the memorable 27th of August, 1776, stood and witnessed the rout and slaughter of General Sullivan's troops by the British and Hessian forces on the Bedford Road, knowing that to send them succor would be to dangerously weaken the main line of defence; and it is said that there General Putnam, finding the men in the redoubt wasting their ammunition, repeated the famous command of "Don't fire until you see the whites of their eyes," which was originally uttered on Bunker Hill. After the Revolution a road connecting Fulton street with the Newtown turnpike was cut through the Fort Greene hills, and in the early years of the present century part of the historic ground was occupied by the home of George McCloskey, a milkman, who was the father of the late Cardinal McCloskey. In 1814, when a descent upon New York by the English fleet was apprehended, students, societies, and all classes of citizens, not only from Brooklyn, but from New York, New Jersey and even Pennsylvania, co-operated in fashioning it into a stronghold of defence again, and it was garrisoned by troops until peace was concluded in February, 1815. It was in 1814, when the fortification was thus strengthened for defence against the second war with England that this hill was first called Fort Greene, until then it had been Fort Putnam, and the name of Fort Greene had been applied to a redoubt situated about where Atlantic avenue and Pacific, Bond and Nevins streets now form a square. After the war of 1812 the fort was used as a storage place for ammunition until the people had the practice abolished, because of the menaces to life and property. For two decades before its conversion to park purposes the hill was a tract of unused land. As a pleasure ground, it

has cost the taxpayers about \$200,000, and before its transfer to the Park Commissioners and final completion by them, it was looked after by a board consisting of Henry C. Murphy, Seth Low, John Greenwood, A. G. Hammond, William Rockwell, N. B. Morse, Henry E. Pierrepont, J. C. Taylor, Jonathan Trotter, S. E. Johnson and C. R. Smith, to whom it is generally conceded that the city is indebted for this breathing spot.

TOMPKINS PARK.

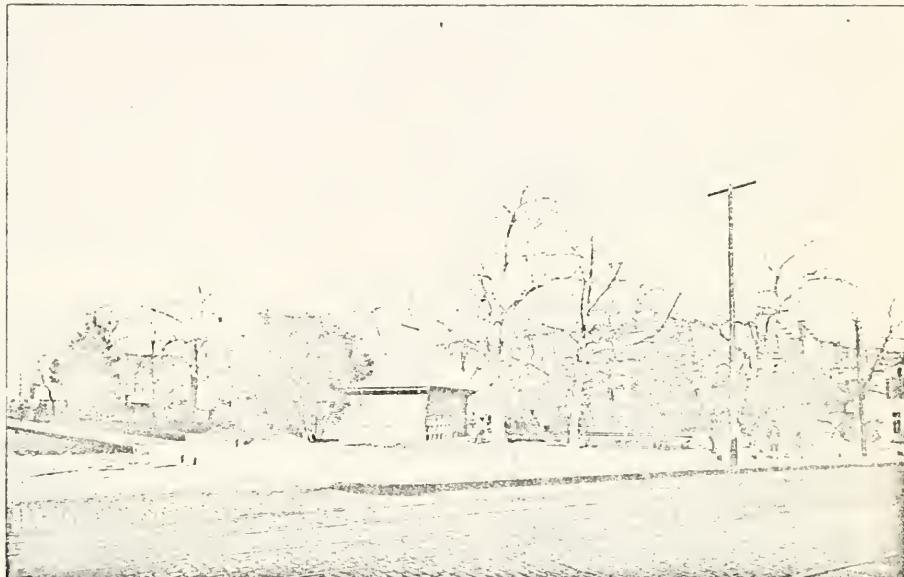
A background of low verdure, a few high topped trees, an agreeable abundance of shrubs, underwood and floral display, and short but refreshing stretches of green lawn—these are the attractive features of Tompkins Park and in it constitute a pretty landscape of simple type. As far back as 1839 the property was acquired for the purpose it now serves, but no improvements were undertaken until thirty-one years later. In area the park is about seven and three-quarter acres, equal to two blocks of ground, extending from Tompkins to Marcy and from Greene to Lafayette avenues. When the park commissioners determined to make a park of the lots, which were then several feet below the street level, an appropriation of \$25,000 was asked for and granted to defray the cost of filling and grading. Over two years of labor was required to convert old Tompkins Square into a presentable park, but it is now one of the prettiest and most frequented of the smaller enclosures. The situation and topography of the land suggested the possibility of a public ground of moderate extent which, while presenting a bright and beautiful front from without, would also offer an attractive place of recreation with shady walks, favorable to free observation, good order and enjoyment and yet possess the good quality of economy. With this idea in mind Messrs. Olmstead and Vaux, the landscape artists in the employ of the commissioners, presented a plan which was approved and adopted, and finally carried out with but slight alterations. The central feature was a spacious, turfed quadrangle planted with trees, arranged symmetrically; on each of the sides of this umbrageous quadrangle was to be a strip of garden which, being unshaded, would be more bright and pleasing to the sight, with flowering shrubs and plants, and a perfect turf, equally attractive to the visitor, passer-by, or dwellers in the neighboring brown-stone houses. Four entrances were planned at the corners of the garden, furnishing direct access to the central promenade. As was calculated, the expense of construction under this plan proved to be less than the more costly results obtained in laying out Carroll Park. Many improvements have followed as the population and tone of the neighborhood advanced; concrete and tiled walks succeeded gravel paths, and fountains, arbors and shelters were erected for the accommodation of the visitors. The district to which Tompkins Park was once the sole ozone fount has so outgrown the capacity of this resort, that in recent years additional parks have been established near its outer borders, and Tompkins Park now remains a distinctive park of the élite, a favorite promenading, croquet and tennis ground.



TOMPKINS PARK.

CITY PARK.

Of all the parks perhaps none possesses fewer natural attractions or advantages for picturesque advancement than the seven and a half acres known as City Park. This park which, as has been shown, was the one first acquired by the City, has always suffered from neglect, and at present is little more than a grass-plot, and a much worn one, dotted here and there with a few ancient trees. It adjoins on the north side that portion of the Navy Yard abutting on Flushing avenue. Navy street, Park street and Park avenue form its other boundaries. Years ago City Park formed a portion of an extent of black ooze meadows with an area of about three hundred acres, covered with tall and tangled brake and salt grass, and traversed by a maze of shallow water courses emptying into the Wallabout. It was in earlier days, before parks became features of adornment to city life, a favorite resort for amateur fishermen, who bent their energies towards seducing and capturing, with a worm and bent pin, the "killy," a diminutive



CARROLL PARK.

species of silver fish. Long after its acquisition for park purposes this tract remained the same desolate and unattractive expanse, in keeping with the poverty of its surroundings, and it fell into bad repute as a resort of persons of the lowest class. Even murder was once added to the dark deeds done in this locality, and in 1868 the park commissioners, into whose charge the Common Council had given the enclosure the year before, recommended its conversion into a market place. The Common Council failed to take any action toward carrying out the plan of the commissioners, and in their next annual report the commissioners again called public attention to the need for a city market and the advantages of location offered in the City Park site. The result was the same, but the abuse of the disreputable spot proved a stimulus to the Common Council, who, in 1873, made an appropriation for its improvement. With the outlay of a few thousand dollars the green, which still bore traces of its meadow origin, was transformed into some semblance of the breathing spot intended. The surfaces were entirely removed, new and convenient walks of concrete were established; the grass was restored, old and unsightly trees replaced by younger ones of more desirable varieties and the general tone and appearance vastly improved. It has, however, after an outlay of \$65,000, never served the true purposes of a park, although a slight boon to the denizens of the densely populated district surrounding it, who throng its democratic precincts on sultry summer nights. It is practically a thoroughfare, and its best uses are as a playground for the pupils of the contiguous public schools, Nos. 14 and 67, who resort to it during the recess periods.

CARROLL PARK.

When another summer's sun shall have again warmed Nature from her hibernation back to new life, the former frequenters of Carroll Park will hardly know the old resort. Recently its appearance has undergone

a complete alteration. The enclosure, which occupies a single square lying between Court and Smith and President and Carroll streets, was originally secured under the authority of an act passed in 1850, and three years later it was opened as a public square, having an extent of 1.81 acres. It remained one of the unimproved public domains, a quadrangular patch of green marked by bare turf paths until 1856, when a small appropriation was made for the purpose of extending and enhancing the parks. With every rain-storm the paths in the square were inundated and converted into muddy byways, and the weather-worn, wooden fence that enclosed it at this time showed a decided need of repairs. Accordingly the park was graded and connected by a drain with the Smith street sewer, and some months later the planting of trees and shrubbery inaugurated the process of beautifying the place. New walks were laid out later and macadamized, two lodges and an ornamental flag-staff erected, half a hundred seats scattered about and one hundred and fifty bird houses placed in the branches overhead.

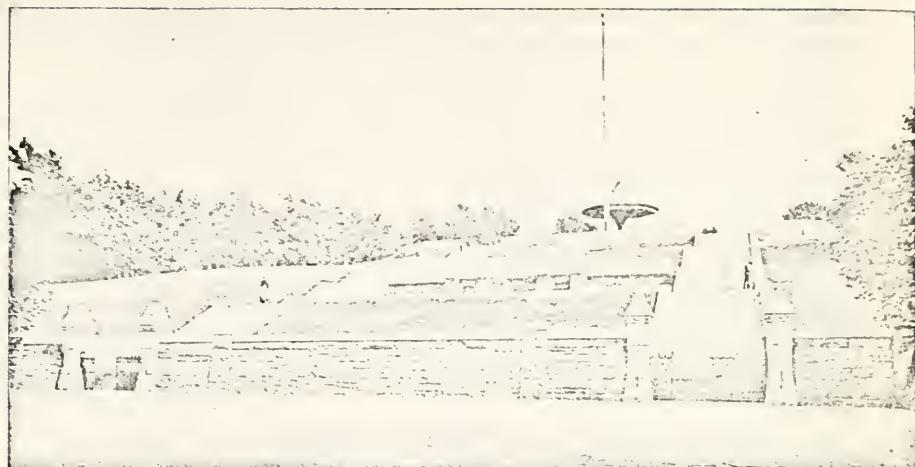
The old wooden fence was removed and in its place a high iron railing was erected. For the first time also it was policed and given in charge of two "post-keepers." Carroll Park has long been a playground for the children of the neighborhood, and there on any sunny afternoon may be seen the nurse maids and perambulators occupied by their infant charges on grand parade; and this despite the fact that for the past few years its attractions for the adult and artistic eye have been allowed to grow less. A radical change, however, was worked the month of October, 1892, when Park Commissioner Brower began to put into execution his plan of remodeling the park. The hideous iron fence was removed, giving place to granite curbing surmounted by a low and ornamental metal railing. Every walk is to be altered and repaved, a fountain will be another added attraction, and the once gloomy surroundings which have been a pall to the neighborhood rather than a delight, will be transformed in a few months' time to a retreat of genuine enjoyment to all.

CITY HALL PARK.

The smallest park in the city, excepting the few small enclosures in various localities, is the triangular expanse of greensward, scarcely a half acre in area, which lies with its base parallel to the steps of the City Hall and stretches out toward the angle formed by the junction of Fulton and Court streets, where it termi-



THE CITY HALL PARK.



THE TERRACE, FORT GREENE, BURIAL PLACE OF PRISON SHIP MARTYRS.

nates in a rounded apex. This is City Hall Park, and at one time it constituted a portion of the old Remsen estate. None of the parks is better kept, and probably none affords more pleasure in proportion to its area and the cost of maintenance. From the windows of the City Hall and the tall business edifices by which the park is surrounded, the busy toiler, pausing for a moment in the rush of affairs, looks out upon the ever moving current of busy humanity surging through the thoroughfares and derives a restful feeling from the contrast between them and the rich green lawn with its splashing fountain, whose waters glint in the sunshine and fall into the circular pool, where bright colored fishes play hide-and-seek among the rare aquatic plants that spread their leaves over the surface and send their beautifully tinted and sweetly perfumed blossoms up through the spray into the air and sunshine. This pool is the feature of the park in the summer, notwithstanding the heroic statue of Henry Ward Beecher occupying a position near the base line of the triangular lawn. This memorial stands facing the City Hall, and is relieved from isolation by two large ornamental vases standing some distance away on either hand and somewhat in advance of the statue; the vases are filled with a heavy creeper popularly known as "live-for-ever," which rounds them off at the top with a mossy cap of green, from which a fringe escapes here and there and adds picturesqueness to the general effect. In addition to the aquatic plants in the pool which is within the rounded apex of the park, a handsome border of flowers lies between the granite coping and the turf; this border was formed in 1892 by a serrated design wherein triangular masses of alternanthera formed a many-pointed star of deep maroon, the points of which entered into a field formed by other triangles of house-leek. A neat coping of granite separates the park from the broad sidewalks on the sides flanked by the street and from the flagged plaza which stretches between it and the steps to the City Hall.

Of all the parks in the city none have caused more vexation than this little open space, excepting only Prospect Park. Its topography and its general character have been repeatedly changed within a few years. At times it has been planted with trees and shrubs and made bright with flowers; then it has been converted into an inviting but inviolate lawn whose most conspicuous feature was the warning, "Keep off the Grass;" next it was decided to make of it one large plaza, and the entire area was reduced to a dead level of uninteresting, heat-reflecting bluestone, which was such an eyesore that Commissioner George V. Brower, soon after his appointment as the executive of the Park Department, determined to restore the lawn-park and to improve upon the old features as far as possible. The result is a beautiful spot arranged with artistic modesty, whereon the worker and the wayfarer may look for a pleasurable moment and turn to his toil again or continue on his way, with the satisfying thought that there is beauty and rest even for those who are not possessed of wealth.

THE CEMETERIES.

Amid all the tender associations of our existence none are more subtle than those which cluster around "God's acre"—the resting place of the dead, where the perfume of the flowers is the breath of the lost child; where the murmur of the breeze is the echo of loved voices that are silenced; where the sunshine

is the remembrancer of loving glances from eyes that are closed forever. Even the stranger visitor in the cemetery feels an unusual influence there, for though it is the "city of the dead," it represents to him the fact of life. Here lie the ashes of the men who builded; of the wives who encouraged; of the mothers who nurtured new generations; of the men who made laws and enforced them; of those who dared death in their country's cause; of those who taught men how to live and those who taught them what it means to die; of those in whom hopes for the future had centered, but whose brief lives ended leaving only the comfort that is found in the declaration, "Of such is the Kingdom of Heaven." It is not strange that when men began to seek for a place wherein to bury their dead they sought localities where Nature was presenting her fairest pictures and singing her sweetest songs. Where the sun shines brightest through leaves that cluster thickest, and birds and flowers teach the lesson that life is unending though generations pass, there men lay the loved forms that henceforth make the place sacred to them to sleep until there shall come the awakening to immortality in the hope of which the bodies were committed to the grave—"earth to earth; ashes to ashes; dust to dust." Although the sentiment usually experienced in a cemetery is that of grief, yet to many these burying places fulfill the function of parks, and are sought for quiet and interesting strolls; besides this fact the cemeteries become naturally classed with parks as beauty spots, and, although most of them are beyond the city limits, it is fitting that in this work they should find mention in connection with the city's parks. Moreover, it is a peculiar coincidence that in Brooklyn the idea of cemeteries was cotemporary with the park idea.

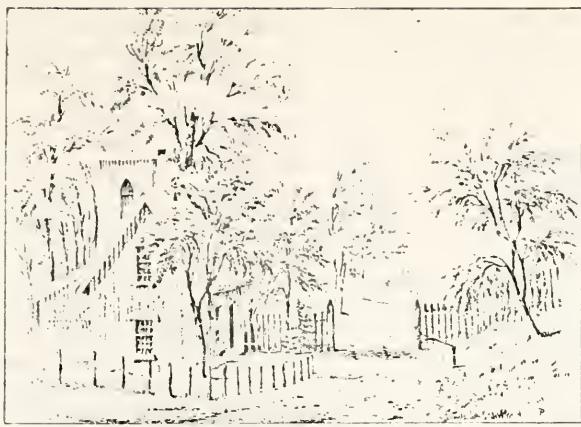
GREEN-WOOD CEMETERY.

To the mind of the late Henry E. Pierrepont, who conceived the first park project, there was suggested sixty years ago the idea of a rural cemetery which would, in its complete realization, afford to the contiguous community all the peculiar benefits in relation to the sepulture of the dead which similar facilities had



A VIEW IN GREEN-WOOD

given to the population of European capitals. The fashion of interment in churchyards within the corporate limits of large municipalities was even at that time beginning to grow in disfavor with the American public. The gloomy vault, or the moss-covered headstone, rising beneath the shadow of lofty buildings and within sound of the turmoil of the street, seemed to many to be profaned by such incongruous surroundings. People realized that the remains of those they loved could find more fitting entombment in some spot upon which a combination of nature and art should confer a resemblance, in its leafy aisles and quiet nooks, to the "holy field" of the Italian or the "God's Acre" of the Saxon. The old Puritan custom which chose for the graveyard the bleakest and most barren locality, had long since vanished before the sunshine of the new world's advancing civilization; in its stead had come the better and the



THE OLD ENTRANCE TO GREEN-WOOD.

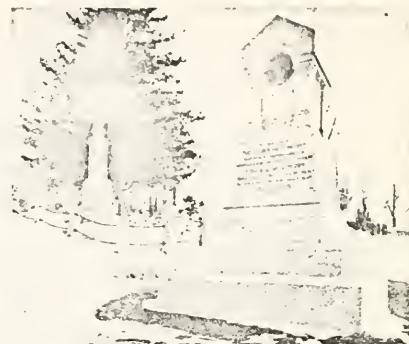
planned a necropolis as beautiful as that which lay upon the slopes and summits of the maple-crowned hills which overlooked the current of the Charles. The plan was not destined to speedy realization. Some years were yet to pass before Green-Wood became an accomplished fact. In 1838—six years after his visit to Cambridge—Mr. Pierrepont, in whose mind the project had gradually been maturing, took the first practical steps towards its execution, and, in conjunction with Major David B. Douglass, an ex-officer of the United States Army, famous for his engineering skill, the preliminary surveys were made on the proposed site. The heights of Gowanus were historic ground; Martense's lane on their southern boundary was the path by which the English General Grant advanced with a portion of his command before daybreak on the morning of that memorable August day whose sun set upon the first disastrous reverse sustained in open field by the American arms; and it was near the present avenue to the cemetery, along the line of the old Gowanus road, that Sterling with his two regiments of Southerners met and engaged the British. The worst chapters in the story of that unfortunate conflict were written in crimson letters within sight of the hills now covered by the mounds of the dead; and marble shaft and mausoleum flush among the trees where more than a century ago were concealed the sharpshooters who "picked off" the red-coated officers on the plains below. Mr. Pierrepont, together with Samuel Ward, John P. Stagg, Charles King, David B. Douglass, Russell Stebbins, Joseph A. Perry and Pliny Freeman, obtained a charter of incorporation from the state legislature during the session of 1838, and a joint stock corporation, under the name of "The Green-Wood Cemetery," was thereby created with a capital of \$300,000 and the privilege of acquiring title to two hundred acres of land. Portions of the Bennett, Bergen and Wyckoff farms were selected by the promoters as most suitable for their enterprise, and the amount of \$134,675.50 was paid for one hundred and seventy-eight acres. The name was decided upon after considerable discussion. The more stilted and classical nomenclature suggested by some was wisely put aside and in its stead was chosen the simple verbal combination which conveys, in its sound and sense, an idea of restfulness and quietude, of peaceful hills and vales clad in waving verdure. The early history of the cemetery was not one of unbroken prosperity. Its road to success and secure establishment was hewn by the efforts of energetic men from the thicket of difficulties which retarded its progress in the first era of its existence. Additional land was needed, and secured, only after the arts of persuasion had been exerted to the utmost to move the conservative spirit of the proprietors whose Dutch descent and inherited thrift almost prohibited the alienation of ancestral acres. A seal was adopted by the corporation. It symbolizes Memory scattering blossoms above the ashes of the dead. In the Spring of 1839 an official board of management was chosen, with Major Douglass as president and Mr. Pierrepont as secretary; the cemetery was fenced in, and paths, driveways and lakes were created as the years advanced. But public interest in the work had not yet been aroused. New York people were slow to recognize the advantages of the project; they thought that the rocky soil of Manhattan Island afforded greater advantages for interment than could be found on this shore of the East River, and the wealthy corporation of Trinity Parish, which in the second year of Green-Wood's existence evinced some desire to purchase twenty acres of ground in the heart of the new cemetery, suddenly cut short all negotiations to that end and began to rear the monuments of its dead in the fields on the eastern bank of the Hudson. On September 5, 1840, the first grave was opened in Green-Wood, near the foot of Ocean Hill, to receive the body of John Hanna. In 1841, when the corporation was under the presidency

higher thought, which decreed that the home of the dead should be beautified even as the abode of the living. The plan which Mr. Pierrepont formulated was at that time not a new one even in this country. He did not claim for his plan the merit of originality. The elm-shaded city of Cambridge in Massachusetts was entitled to a distinction in this respect enjoyed neither by New York nor the younger community of Brooklyn, and "the wind blew chill o'er Auburn's field of God," more than a year before Green-Wood was thought of. The latter cemetery, indeed, was suggested by the existence of the former, and it was while on a visit to Cambridge that Mr. Pierrepont first harbored the idea that on the wooded heights of Gowanus there could be

of Zebedee Cook, the trustees seriously considered the advisability of allowing the enterprise to lapse, and it was only by the exercise of the most stringent economy and by the unselfish conduct of some who were vitally interested in its success that Green-Wood Cemetery was rescued from oblivion. After this crisis had been tided over the hardest struggles of the corporation ended and thenceforth prosperity increased with every year. One of the most active contributors to this result was the late Joseph A. Perry, who for more than forty years, from the time of its incorporation until his death, filled in regard to the corporation the various posts of director, comptroller and secretary.

The tide of success never ebbed afterwards. Prominent churches, societies and private parties made purchases of land, varying in extent from one lot to a hundred, according to their requirements and means; important improvements were effected in the interior aspect of the cemetery, and the natural beauties with which it was endowed were heightened by the care and attention of those to whose control its affairs had been submitted. Entrances of imposing proportions were constructed, and in 1851 a system of local water-works was established; in 1860 the main entrance fronting Fifth avenue was projected and in the following year it was completed. This structure is monumental in design, and in its outlines and ornamentation savors of the Gothic architecture. The central tower rises to a height of one hundred and six feet, while the two side turrets are ninety feet high; there is a clock with a double dial and a belfry whose iron tenant seldom rests from morning till night in his work of heralding the approach of funeral corteges. Above the double archways which pierce the structure are sculptured panels of the lightest colored sandstone, illustrating portions of the biblical narrative. This entrance, which stands a few hundred feet from the curb line of Fifth avenue, is built of New Jersey brownstone, from the Belleville quarries.

Green-Wood now contains nearly five hundred acres, embracing a magnificent prospect of varied scenery. Trees of almost every species known to the forestry of the north shade the gravelled walks and sway their branches above the mirrors of the quiet lakes; luxuriant shrubs and blooming flowers; the creeping ivy, overrunning shaft and vault; the trailing vine whose twining tendrils grasp the arch of turf beneath which lies the tear-stained casket; monument and mausoleum that have taxed the highest skill of sculptor and architect; all are combined to form a picture whose only shadows are those of memory. Here, interred upon the summit of a commanding eminence, rest the bones of Morse, the modern Prometheus who stole the fabled fire of the gods and bound the nations of the world together by the girdle of the telegraphic wire; here rises the shaft which commemorates the virtues and enterprise of DeWitt Clinton, who gave to his native state the great water highway of the Erie Canal; here lies the dust of the great preacher whose fervid eloquence made Plymouth Church a household word, and who, "in the storm of the years that are fading," dared, alone of all men, to cross the ocean and undertake the conversion of hostile public sentiment; within this enclosure are the graves of two of the greatest figures in the history of American journalism—Horace Greeley and James Gordon Bennett; one hill is crowned by the monument which New York has erected in honor of her sons who, on sea and land, gave their lives in defence of national unity; and on another slope a sorrowing city has reared the emblem of her grief above the common grave of the victims who perished in one of the most disastrous fires on record. All that wealth can command, everything that taste can suggest, all that local pride can bestow, has been freely lavished in the efforts to beautify this "silent city," whose inhabitants now number more than 270,000. Magnificent driveways and shady paths skirt the borders of lake and meadow, or climb the hills whence the eye gazes out over the roofs of the great twin cities, or across the shining waters of



MONUMENT TO JOSEPH A. PERRY.



THE LAKE, IN GREEN-WOOD.



ENTRANCE TO GREEN-WOOD CEMETERY.

the haven where ride the fleets of the greatest maritime nations of the old and new worlds; below, the tree-crowned heights of Brooklyn stretch away to the four points of the compass; yonder lies New York, sheltered behind her dusky forest of mast and spar, while across the rapid current that flows between there hangs the huge span which seems even to the practical mind of the nineteenth century like some mighty work,

"Piled by the hands of giants
For God-like kings of old."

Such is Green-Wood and such, briefly, is the story of its inception and growth. The energy which conquered past difficulties and overcame obstacles seemingly insurmountable has not yet died out and affords to the future a guarantee of continuity and prosperity. The last published report of the corporation showed that the "Fund for the Improvement and Permanent Care of the Cemetery" amounts to \$1,370,586.51, and that the special trust fund aggregates \$322,278.91. The officers of the corporation are Jasper W. Gilbert, president; John W. C. Leveridge, vice-president; Charles M. Perry, comptroller and secretary. The trustees are: Jasper W. Gilbert, John W. C. Leveridge, Abiel A. Low, Benjamin H. Field, Alexander M. White, Benjamin D. Silliman, Gerard Beekman, James R. Taylor, George Macculloch Miller, Edmund L. Baylies, John J. Pierrepont, Samuel D. Babcock, William Cary Sanger, Frederic A. Ward, Charles M. Perry.



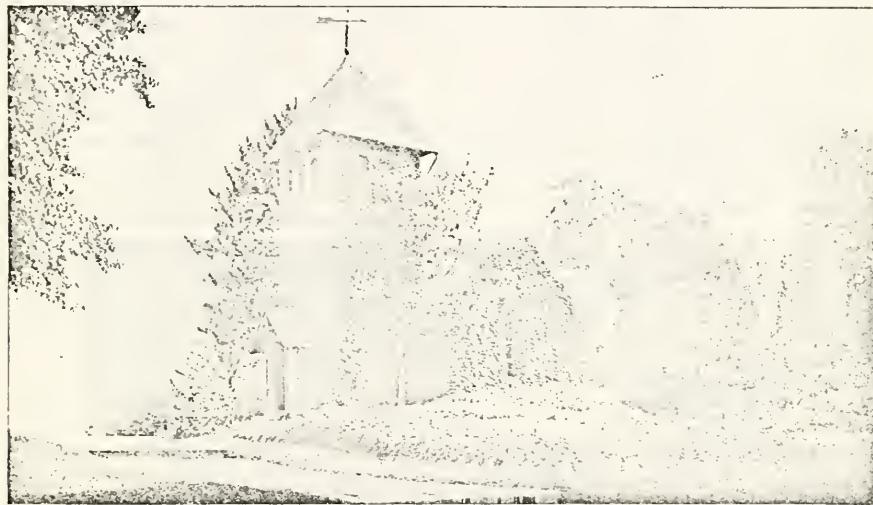
THE PROSPECT FROM GREEN-WOOD.

THE EVERGREENS CEMETERY.

Seemingly designed by Nature as a spot whose quietude should be disturbed only by the caroling of birds and the rustling of swaying branches which bend before the breezes from the distant ocean, The Evergreens affords to an appreciative sense the ideal of a rural cemetery. Not alone to those who, bending above the last home of one they loved, have realized in the first sharpness of their grief that

"Not all the preaching since Adam
Has made death other than death;"

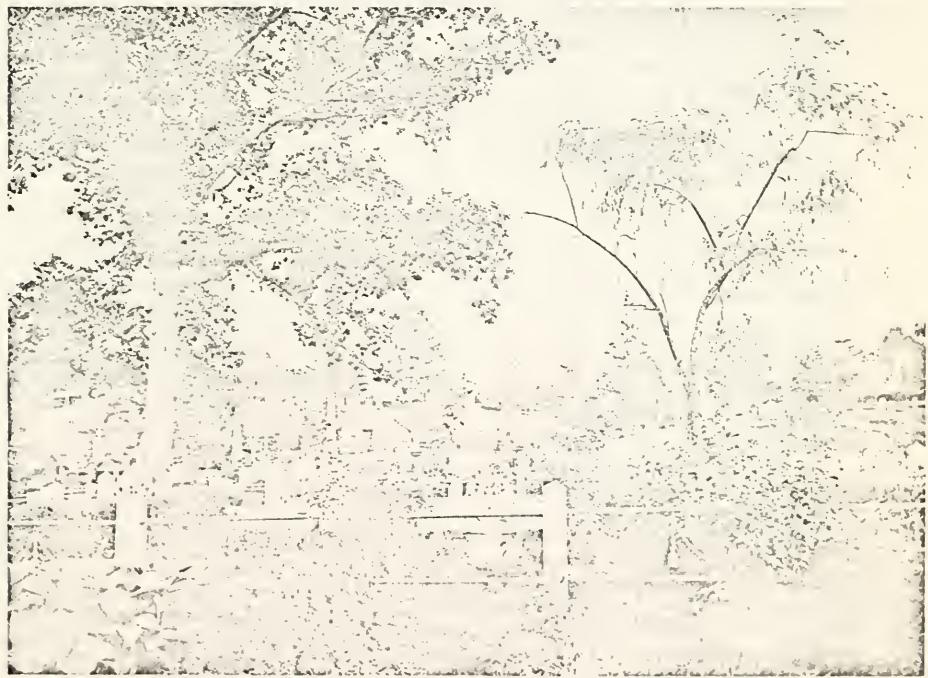
not alone to those whose sorrow has been softened by the shifting sands of time have covered the footprints of the past and who find a quiet satisfaction in lingering beside the graves of those who have crossed over to the other side does The Evergreens seem sacred; but its associations carry to the minds of lighter and more careless humanity a lesson which nothing else can teach—a lesson which blends the solemnity of death with the beauty that lies beyond. Here sleep thousands who in life occupied different social stations, but all of whom are now at rest under the turf on which the sun shines and the rain drops from an impartial sky. One shady path winds in and out among the monuments which wealth has reared above those on whom in life her favors were lavished with the freest hand, while another skirts the base of a hill whose slope is dotted with the more unobtrusive memorials, or the unmarked graves of the lowlier dead. On one of the highest points within the enclosure is the common grave of more than 20,000 sailors whose names are unrecorded on any monument, and whose nationality alone is distinguishable by the



OFFICE OF "THE EVERGREENS."

granite monoliths which divide the burial place of the German from that of the Spaniard, the Italian's from the Frenchman's, and the American's from the Englishman's. There undisturbed by the storms of life and safe within their final haven, rest the mariners whose bones have been interred through the charity of the Seamen's Association of the United States Government. Upon the summit of "prospect hill," which commands a wide view over the panorama of a great city, there rises a granite shaft, plain in its outlines and the more imposing because of its very simplicity; this stands in the centre of the iron-railed plot which has been purchased by the Actors' Fund of America. Close beside it is another enclosure where a bronze figure of an Elk and a monument crowned by a statue of the comic muse tell that those who rest within have been buried there by the fraternal organization which was designed to benefit members of the theatrical profession. At the southern extremity of the grounds "beacon hill" affords to the observer a magnificent prospect of the distant ocean glittering in the golden sunlight, or whitening in its anger under the lash of the gale; of the luxuriant groves and fruitful fields of two fair counties, dotted by thriving town and village, while in the immediate foreground the harsher colors of brick and stone are softened by the filmy veil of smoky mist which eternally hangs above the great centres of human population. There are wide stretches of velvet sward yet unbroken by the spade of the grave-digger; there are picturesque groves whose leafy screens owe little of their beauty to the touch of art; there are tortuous paths which wind by copse of fir and beech and maple, where the marbles of the dead rise

against a background of waving foliage ; there are sunny slopes where the vision sweeps out over a wilderness of sculptured stone, and there are placid lakes whose surfaces, as they lie in the sheltered valley, are scarcely stirred into ripples by the breath of the passing wind. The crest of "mount carmel" is occupied by the offices of the cemetery corporation, which are contained in a structure modeled after the pattern of the Swiss chalet, whose walls are hidden beneath the interlacing vines of the ivy, and from whose turret the funeral bell tells in measured stroke of each new accession to the silent populace. At the junction of Conway street and Bushwick avenue is the main approach to the cemetery. Its paved roadway is flanked by lofty stone posts from which iron gates swing together when the hour for closing the grounds arrives. On the northern side is another entrance which has been opened for the benefit of the Queens County residents. The Evergreens was chartered on October 6, 1849. A site was chosen only after a deliberate and careful investigation had been made regarding the most available localities within easy reach of the metropolitan centres. Material improvement of a lasting and substantial nature began to manifest itself, and in two years the sum of \$25,000 was expended in the work of beautifying and enlarging the grounds. In 1882 interments numbered more than sixty thousand, and since then the burials have annually averaged over six thousand. Since its inception the cemetery's area has been enlarged to almost double its original proportions and now embraces three hundred acres ; every year the corporation has given evidence of that care and attention necessary to foster the enterprise which has been committed to its charge, and to the efforts thus displayed the public has accorded a generous appreciation. In that long chain of silent cities which encompasses the metropolis of Long Island, from Calvary on the north to Holy Cross and Green-Wood on the south, there is no link more beautiful or richer in every natural endowment than the cemetery of The Evergreens ; there, where the quiet pools reflect the quivering leaves that shade their waters ; there, where birds sing and flowers bloom ; there, where the creeping plant covers with its mantle of living verdure the grim masonry of vault and tomb ; there, where the genius of man has wrought the symmetry of shaft and statue, the mourner may lay with reverence the ashes of the loved and feel that the dead are safe "in the arms of Nature and of God." Much has already been accomplished in the work of placing the Evergreens on a level with similar projects which within the last sixty years have been undertaken in the great cities of the United States. That much will be accomplished in the days that are to come is guaranteed in the story of those that are past, and the corporation and the public may contemplate with satisfaction the prospect presented by the future.



THE CEMETERY OF THE EVERGREENS.



CYPRESS HILLS CEMETERY.

When the projectors of Cypress Hills Cemetery selected the location for that necropolis they chose a place where the dead might be left alone with Nature in some of her most charming aspects. It was out of the line of the probable advance of population and modern improvement. No more advantageous location from sanitary and æsthetic considerations could be desired. It is secluded and at the same time easily accessible; and it is picturesque in its own variety of surface and natural beauty, as well as in its surroundings and the great expanse of view afforded by its elevations. Three or four hundred acres of land on the elevated ridge of land on the north side of the Brooklyn and Jamaica turnpike—a tract on what is usually styled "the back-bone of Long Island"—are included in the cemetery which, under the provisions of a special charter, may be enlarged to five hundred acres. The view from the higher portions of the ground is superb; wood and field, ocean and beach, the towers and spires of the city and the scattered farmhouses and cottages of the rural districts and the seaside are all within the range of vision; looking southward one sees the broad Atlantic lapping the sands with its many tongues of foam and bearing upon its bosom the white-winged and the smoke-breathing messengers of commerce; away to the southwest the bold outlines of the Highlands of Navesink rise against the horizon just beyond where the bay begins to narrow toward the shores of Long Island; on the west the spires of Brooklyn pierce the sky and her thickly clustered buildings tell of teeming life and of bustle, the sounds of which are lost long before they have reached half way to this place of rest; Manhattan Island, with its vast and noisy currents of human activity, stretches itself along the northern wall of vision, silenced by distance and seemingly hemmed in by the frowning Palisades that rise beyond and give no hint of the broad, deep river that rolls between them and the city of New York; the village and farmhouses of Jamaica in their setting of green expanse and massed foliage, threaded by winding roads, form the picture in the east; and in the northwest the blue outline of the Connecticut shore rimming the gleaming waters of Long Island Sound completes a series of landscapes that are freshened every hour by the changes of light and shade caused by the season and the hour.

Art has gone hand in hand with Nature in the preparation of this beautiful region for the sacred purposes to which it is devoted. Within twelve months after the legislature had passed the law granting special privileges to rural cemeteries the land was secured and Cypress Hills Cemetery was dedicated in the summer of 1848. Caleb S. Woodhull was the president of the corporation, which was composed of energetic and far-seeing men. Every natural advantage presented for enhancing the beauty of the grounds was improved, and in all that has been done there has been with a steady purpose to avoid that so-called "improvement" which is so constantly suggestive of artificiality. Where roadways and paths have been made winding the curves have been governed by the necessities presented in the conformation of the ground, and the longer journey around a point is made simply in order to avoid the too steep climb up-hill. More than thirty-five miles of carriage-way traverse the tract, and there are three great arteries of travel through

the cemetery, known respectively as the Lake Road and the Valley Road, which reveal all the internal beauties of the place as one follows them in their windings, and the Highland Way, which clings to the hill-tops where the wayfarer drinks in the clear atmosphere and revels in the cyclorama of ocean view and landscape. Part of the ground is covered by heavy forest, and in the arboriculture of the place all the forest trees of Long Island have been introduced, while choice nurseries are maintained to provide for future beautification. A number of tiny lakes mirror the sky in various directions, and on the front of the cemetery is a beautiful sloping lawn of thirty acres. The driveways and paths stretching away from the main entrance make every portion of the grounds easy of access. Shrubbery, ornamental plants and flowers abound in all directions, and not the least interesting feature is comprised in the many beautiful monuments and other examples of mortuary art, which are to be found at every turn.

* In planning the cemetery the corporation aimed at a plan of management that should insure to all who desired the privileges of sepulture every advantage afforded by the largest cemeteries in the country without the great cost incurred in burials in those large cemeteries, and this aim has been carried out. The number of interments made since the cemetery was opened, in 1843, is 133,000; and of this number 5,000 were soldiers of the Union army who died during the Civil war. The present officers of the Cypress Hills Cemetery are: James Rodwell, president; Adrian M. Suydam, vice-president; Frederick H. Way, treasurer; Alexander M. Fraser, secretary; Richard F. Butt, superintendent; and James Rodwell, Adrian M. Suydam, Frederick H. Way, Asa S. Dutton, William Miles, Charles L. Lyon and John G. Jenkins, trustees.

CEMETERY OF THE HOLY CROSS.

The project to establish a Roman Catholic cemetery within the limits of the town of Flatbush met with much opposition from the residents of that section, and several attempts to purchase land for this purpose, prior to 1849, were unsuccessful; but in June of that year the Rev. J. McDonough, as agent for the Right Rev. John Hughes, Bishop of New York and Brooklyn, consummated a bargain whereby a tract, something more than seventeen acres in extent, was purchased from James Daffey. The ground was originally a part of the old Van Brunt farm. Samuel Young next consented to enlarge the cemetery by selling another section of the old Van Brunt farm, which had come into his possession, and which adjoined the ground originally bought by Bishop Hughes. Again in, 1857, the heirs of Adrian Vanderveer disposed of nineteen acres and three rods. No more purchases were made until 1869, when Leffert Cornell disposed of twenty-two acres, for which he received \$18,000. After Long Island and Brooklyn were separated from the see of New York and welded into one diocese, the title to the cemetery lands was, according to the ecclesiastical law of the Catholic church, vested in the Right Rev. John Loughlin, D. D., Bishop of Long Island, and in his episcopal successors. In the spring of 1855 Bishop Loughlin erected and dedicated a mortuary chapel in the cemetery. The superintendent of Holy Cross is William H. Curren. Since its foundation the number of interments in the cemetery has been more than 200,000. In 1849, the cholera year, 6,000 graves were opened there, and there were 278 burials in one week.

CALVARY CEMETERY.

Calvary Cemetery is located in Newtown, Queens County. It now occupies three hundred acres, the total number of interments being 500,000. The cemetery is the property of the trustees of St. Patrick's Cathedral, the present board consisting of W. M. Gelsbenen, William McKenna, Joseph Doelger, Peter Doelger, Timothy Shea, Magdalena O'Connor, Hannah McGowan, Wm. Hildreth Field, Peter O'Donohue, Bryan Lawrence, Wm. P. Kirk, Michael Grady, Patrick Ruddy, Michael Flynn, Wm. Dollard, Mary Donnelly, J. Johnston and C. Johnston.

THE LUTHERAN CEMETERY.

The Lutheran Cemetery is the largest in area of any single cemetery in the township of Newtown, L. I., occupying 350 of the 1,600 acres within that locality. It is estimated that 1,250,000 dead are buried in Newtown, and of that number 240,000 sleep in the Lutheran Cemetery. The site is in the heart of Middle Village, and the entrance is on Metropolitan avenue. In 1891 there were 14,000 burials placed upon its records. Jacob A. Geissenhainer is president of the corporation; F. W. Geissenhainer, secretary, and David Avenius, superintendent.

UNION CEMETERY.

Union Cemetery is one of the few remaining cemeteries within the city limits where interments are still made. It comprises about ten acres, bounded by Irving and Knickerbocker avenues, Palmetto and Jacob streets. It was opened as a burial ground in June, 1851. The property was purchased by the congregation of the Grand Street First Protestant Methodist Church, who made no restrictions as to color, race or religion; in 1883, seven thousand persons had been buried there. In 1890 the number of interments



THE TERRACE, PROSPECT PARK.

were 470. The cemetery is a pretty spot, its surface being diversified with small elevations and numerous shade trees. Theodore Cocheu is the superintendent.

HEBREW CEMETERIES.

Washington Cemetery, situated about two miles beyond the city limits, just outside the village of Parkville, L. I., at Woodlawn station, on the Prospect Park and Coney Island Railroad, is a favorite burying place of the Hebrew race. Although, at its inception a decade or two ago, there were no sectarian restrictions placed upon interments, there are few persons of other religious beliefs buried there. Originally it was composed of 150 acres of cedar-dotted level land, extending from the Ocean Parkway to the railroad on the west and about a quarter of a mile in width. Within the past five years about fifty acres, west of the railroad track, have been added. Hebrew lodges, congregations, societies and individuals have purchased nearly three-fourths of its acreage. It is an incorporated body, governed by a board of six trustees. Isaac Marx is the president and Simon Binswanger superintendent.

Among the other places where the Hebrew dead are buried are AHAWATH CHESEDS, thirteen acres in East Williamsburgh, L. I.; SHARITH ISRAEL and TEMPLE BETHEL, both in Newtown, L. I., of six and ten acres, respectively; SALEM FIELDS, at Jamaica avenue and Market street, in the twenty-sixth ward; MOUNT NEBOH, fifteen acres on the Fresh Pond Road, in Queens County, MACAPELAH, forty acres in Newtown, and MAIMONDES, seven and a half acres, near Ridgewood.

THE FRIENDS' BURYING-GROUND.

The Friends' Burying-Ground, known familiarly as the "Quaker Cemetery," is quaintly picturesque. Its twenty acres crown an otherwise well-wooded hill in Prospect Park, within a short distance from the West Flatbush gateway. Here for about half a century the ashes of the faithful of the sect have mouldered amid the severely plain rural surroundings, for their principles do not permit of any ornamentation of the graves beyond a simple headstone. The sect is not a large one in Brooklyn, and the interments are consequently few. The cemetery is under the management of the Society of Friends.

FRESH POND CREMATORY.

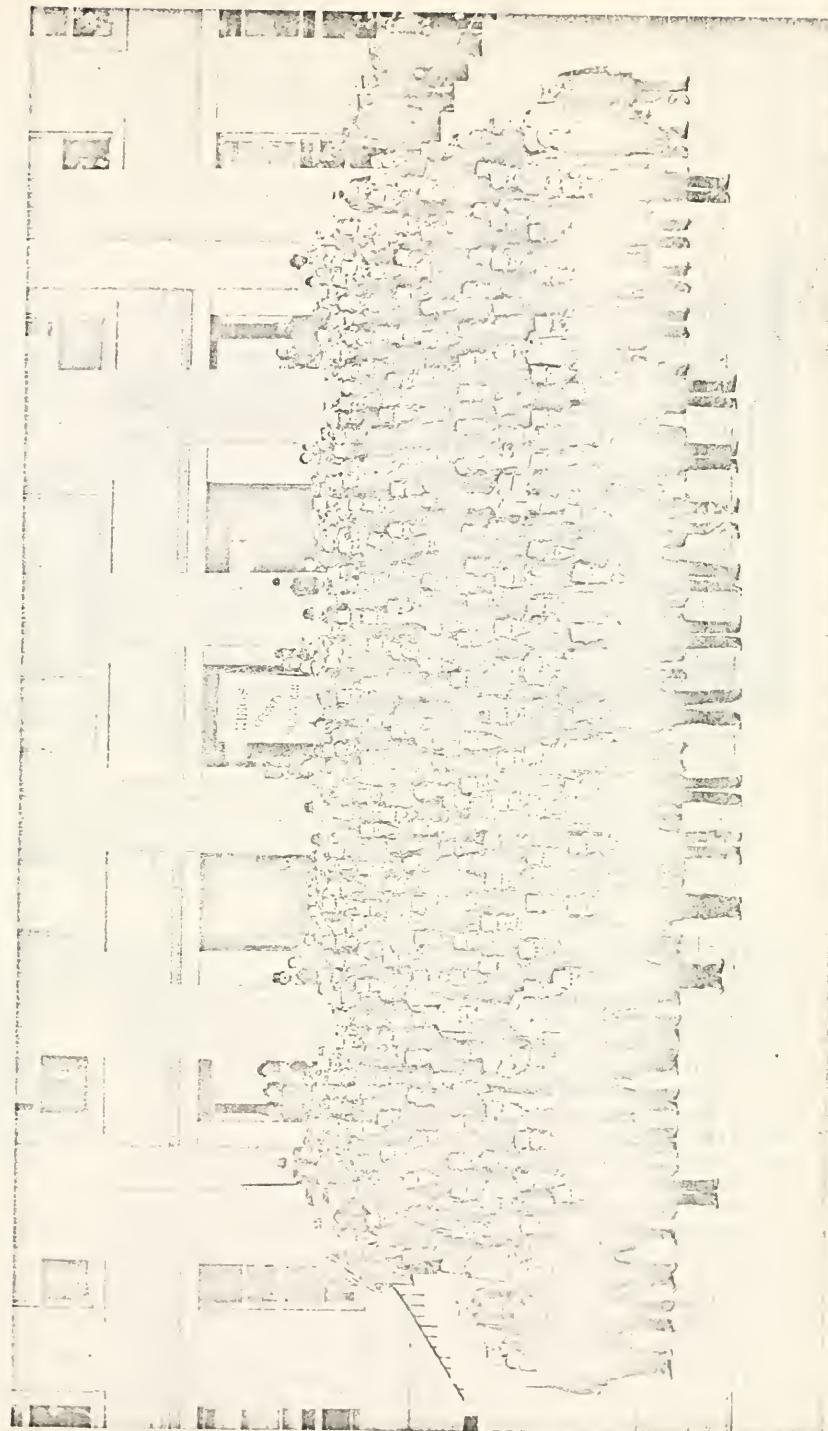
Cremation, as a means of disposing of the remains of the dead, grows in popular favor, and the crematory bids fair to become the formidable rival of the cemetery within a few generations. The late Dr. F. Julius Le Moine, of Washington, Pa., was the pioneer of cremation in this country, and his crematory at that place was for a number of years the scene of all the incinerations that occurred in the United States, in fact, until the organization of the company operating the present crematory at Fresh Pond, L. I., in 1884. In that year it purchased thirteen city lots at Mount Olivet, near Fresh Pond, L. I., near the Mount Olivet and Lutheran cemeteries. Plans for the building and incinerating apparatus were obtained, and the cornerstone was laid on November 19, 1884. The building was not ready for use until near the end of the year 1885. On December 4, 1885, the body of Eugene Lievre was cremated, and, in spite of inclement weather and the fact that the hall was not large enough to accommodate more than the relatives and friends of the dead man, there was a large attendance of the interested and curious public. Since that occasion eight hundred and twenty-eight bodies have been incinerated at Fresh Pond.



THE FRIENDS' BURYING-GROUND IN PROSPECT PARK.



ON THE LAKE, PROSPECT PARK.



KINGS COUNTY DELEGATION TO DEMOCRATIC NATIONAL CONVENTION, CHICAGO, 1892.



THE CITY HALL.

THE CITY AND COUNTY GOVERNMENT.

BROOKLYN, when it was incorporated as a city in 1834, comprised two distinct organizations, which had existed side by side for eighteen years—the old town, with which the conservative and slow-going settlers were for the most part content, and the village, which, through the efforts of the more enterprising portion of the population, was finally incorporated in 1816. It numbered at that time about 5,000 inhabitants. When, in 1834, the town and village of Brooklyn were united under one city government the population had increased to 23,310. At this point begins Brooklyn's municipal history proper. It was in the face of vigorous opposition on the part of New York that Brooklyn eventually obtained its charter. The growth of the village had been greatly hampered by absurd restrictions. It had no power, for instance, to lay out streets without securing the consent of property owners. In many ways the state senators, whose interests were centred in New York, managed to retard the development of the little suburb. At last Brooklyn was aroused and a great meeting was held. To a committee, of which the Hon. John Greenwood was a prominent member, was referred the task of drawing up a proper charter and of devising means to wring it from the opposition. The act granting the charter, having passed both branches of the legislature, became a law on the eighth day of April, 1834. The boundaries of the old village districts were preserved, but they were renumbered as wards. There were five of these, to which were added four others from the town of Brooklyn. From each of the nine wards two aldermen were to be elected annually, and they, with the mayor, constituted the common council. Only freeholders were eligible. The legislative power was vested in the common council, and during the first six years of the city's municipal history they elected a mayor annually. They also

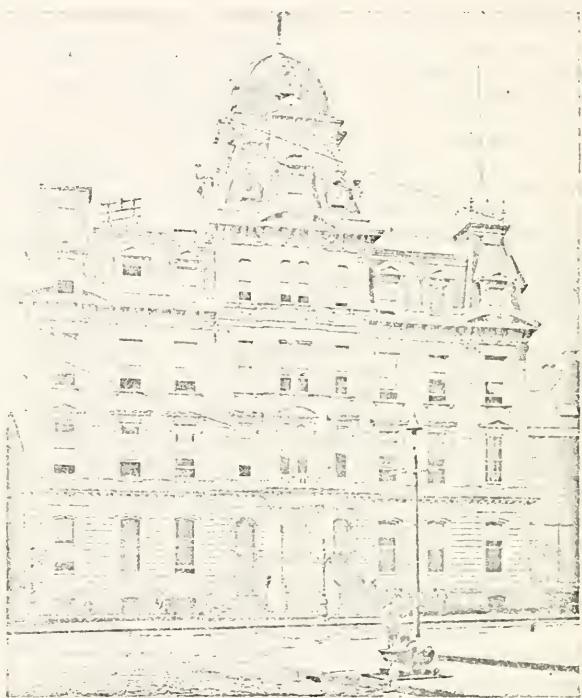
appointed the city officers and had power to open, light and pave the streets and to construct squares. They procured the fire engines, built the sewers, and provided street crossings. The original charter has undergone many changes. One of the first of these was made in 1836, when the firemen of Brooklyn were granted the same rights and privileges as those enjoyed by the firemen of New York. In the same year the office of comptroller was created by the legislature, and it was to be filled by appointment of the common council, which also prescribed the salary. Another amendment gave the control of the common schools to the corporation, with power to raise funds for their support. The original charter placed the maximum amount to be raised for public purposes at \$30,000 annually. In 1837 this was increased to \$50,000 annually, and the authority to effect a loan of \$300,000 on the city's credit was conferred at the same time. Many minor powers, looking to the greater comfort and welfare of the citizens, were added by legislative amendment to the charter from time to time. In 1840 an important change was made. It provided that the mayor should no longer be elected by the common council, but directly by the people, and Cyrus P. Smith, who had already been appointed by the aldermen in 1839, was reelected by the people in the following year under this new provision. The appointing powers of the common council have since been still further abridged and those of the mayor increased in many particulars. In 1841 the aldermen received authority to divide the city into election districts and to fix the firemen's terms of service. Under the first charter the municipal court of the village was retained in all its essential features and was only slightly modified down to 1850, when a complete reorganization was effected. At this time, too, the boundaries of the city and of its subdivisions were defined and the corporation hitherto known as "The Mayor and Common Council of the City of Brooklyn," was henceforth to be called simply "The City of Brooklyn." This act recognized eleven wards and divided the aldermen of each ward into two classes; one of the two was to hold office for one year only and act as member of the city court. The other alderman was to hold office for two years and act as supervisor of Kings county. The legislative powers were still vested in the common council and the administrative powers were distributed between the mayor, chief of police, comptroller, street commissioner, collector of taxes, and such other officers as should be created in the future. The mayor's term was extended to two years and, *ex-officio*, he was supervisor of the city and exercised all the powers of a justice of the peace. The power delegated to him was distinctly defined and his salary fixed at a minimum of \$2,000. The comptroller was also to hold office for two years and render when required full accounts of the city's receipts and disbursements. Under this charter the street commissioner was elected every three years and had authority to appoint a deputy for whose acts he was to be held responsible. The treasurer was to be an officer under the common council and was to make weekly returns. Provision was also made in the original charter for the election every three years of a commissioner of repairs, who likewise acted under the direction of the aldermen. Prior to 1854 the common council also appointed the corporation attorney and counsel and he was legal adviser for the city, conducting suits in its name. His term of office was three years, with a salary of \$3,000. In 1849, the courts of civil and criminal jurisdiction were established by an act of the legislature. A city judge was to be elected every six years and to be subject to the same conditions and to perform the same duties as a county judge. The court over which he was to preside received the title of "the City Court of Brooklyn."

On April 17, 1854, an act passed the legislature consolidating Williamsburgh and Bushwick with Brooklyn. A committee of fifteen was appointed, consisting of seven citizens of Brooklyn, five of Williamsburgh and three from Bushwick. The plan drawn up by the committee for a consolidated municipal government was submitted to the people at the general election of 1854 and was ratified. On January 1, 1855, George Hall took office as the first mayor of the consolidated city, as he had been first mayor of the original city twenty years before. In the days before the incorporation of the city the village president and trustees held their official sessions in a retail store near Fulton ferry. In 1836 the city government established itself in the building of the apprentices' library, at the corner of Henry and Cranberry streets. It was then known as the city building, and there the mayor and common council met and transacted the public business of the young municipality. The city hall was not completed until 1849. When Williamsburgh and Bushwick were added to Brooklyn, the city passed at one step from the position of seventh city in the union to that of the third. With the year 1855, therefore, Brooklyn entered upon a new era and a larger history. The days of small things were over and numerous changes were soon perceived to be necessary in the administration and organization of the city departments to bring them into accord with the new conditions and the larger demands. These changes culminated in the completely revised and carefully drawn charter of 1888.

The consolidated city was divided into eighteen wards, to which a nineteenth was soon added. The various city departments were reorganized and, especially the board of health and the board of education, were adapted to the new needs by express provisions in the charter of consolidation. In 1855 the fire department was incorporated by act of legislature. Two years later the board of fire commissioners was created and the then recently appointed board of water commissioners was constituted by legislative enactment.

a board of sewer commissioners also. In 1862 Brooklyn received a new charter which was designated as "amendatory of the consolidation act of 1854." The legislature in 1868 created two new functions: the board of estimate and disbursement and the department for the survey and inspection of buildings. In 1870 the control of the police force was transferred to the mayor, associated with two commissioners, and in the following year the superintendents of the poor were superseded by the board of charities and corrections. These were some of the alterations in the municipal administration prior to 1873, when once more Brooklyn received a new charter. According to this charter the legislative power was still vested in the common council, and the administrative power in the mayor and the heads of departments then existing or to be created. The departments were: finance, audit, treasury, collection, arrears, law, assessment, police and excise, health, fire and buildings, city works, parks, public instruction, and the superintendence of the Truant Home and the Inebriates' Home. All offices were to be filled by appointment except those of mayor, comptroller and auditor, which were elective, and for terms of two years. The law of 1869 had provided further for the election of a police justice for the term of four years. In 1873 this justice was continued in the corporation and six civil justices with police powers were created. Subsequent legislation has reduced this number to three and increased the number of police magistrates to six. This charter of 1873 was frequently amended by special acts affecting individual departments, and reference to these belongs rather to the history of those departments. The confusion of all these alterations was reduced to order by the codification of all the laws in force at the time, which took shape in the new legislative act of 1888, under which the city now proceeds in its career of prosperity and expansion.

At present the legislative power of the city government is vested in a board of nineteen aldermen, called the common council. The city is divided into three aldermanic districts. Each of these is entitled to four aldermen, the remaining seven being elected at large from the entire city. The term of office is two years, and the members receive \$2,000 per annum. Members of the common council at the time of election must be possessed of all the civil rights of citizens of the United States. The common council appoints a city clerk, who serves for two years. He has charge of the papers and documents of the city. Every ordinance or resolution of the common council, before it takes effect, must be presented to the mayor for his approval. In case the mayor should, in writing, disapprove of any such ordinance or resolution, within ten days after he has received it, it would fail to become a law, unless, after a full publication of the reasons given by the mayor, the same should be again passed by a vote of two-thirds of those elected to the board. The common council has power to make, modify or repeal ordinances, rules, regulations and by-laws which are not inconsistent with the charter of the city, or with the constitution or laws of the United States or of the state of New York. The more important purposes enumerated in the charter for which they may pass laws are the following: To order and direct the levy and collection of assessments and manage the property and finances of the city, except where such duties are especially delegated to the several departments by law; to supervise the affairs of all the departments and the officers of the city, and examine into any charges preferred against any officer, clerk or agent of the city; regulate all matters connected with the parks and streets of the city; enlarge the fire district; prohibit and abate nuisances; to regulate the



THE MUNICIPAL BUILDING.

burial of the dead ; prohibit and regulate the storage and sale of dangerous materials and all noxious traffic or business ; establish and regulate public and private markets ; to fix and regulate all the salaries of city officers, except such as are prescribed by law ; and under certain restrictions to bond the city for general improvements. Subject to the mayor's veto power, the common council is the local authority with reference to all uses of the streets of the city by railroad corporations. The members of the present board of aldermen are : Michael J. Coffey, president ; Theodore Maurer, Thomas A. Beard, Robert F. MacKellar, Arthur J. Heaney, Anson Ferguson, Richard Pickering, James McGarry, Moses J. Wafer, Peter Hess, Edward P. Thomas, Daniel McGrath, William McKee, J. Jefferson Black, Andrew W. Fitzgibbon, William H. Jordan, Richard Meier, Samuel Meyers and Charles J. Volekening.

The administrative power of the city is now vested in the mayor and the heads of the following departments : finance, audit, treasury, collection, arrears, law, assessment, police and excise, health, fire, buildings, city works, parks, and public instruction. These heads of departments (except of the departments of finance, audit, and of public instruction), are appointed by the mayor. The head of each department has power, except in the departments of assessment, of parks and of public instruction, to appoint a deputy who may perform all the ordinary duties of the head of the department ; to appoint the clerks, assistants and other subordinates, to fix their salaries, within their appropriations, etc., and under certain restrictions to remove such appointees. The mayor may suspend any officer appointed by him. The term of office begins usually on the first of February and is for two years, or until a successor is appointed. The mayor, comptroller and auditor are elected for a term of two years. No person elected or appointed to any office can during his term hold any other public office whatever, the fees or emoluments of which are paid out of the city treasury. In case of a vacancy in any office, through resignation, death, failure to properly qualify, etc., the mayor nominates and with the consent of the common council appoints a suitable person to fill such vacancy. Elections for mayor and other city officers are held on the same day and under such regulations as are prescribed for state elections. For the purpose of canvassing the votes given at any election the board of aldermen constitute a board of canvassers. For this purpose they meet on the Tuesday next following the election. This board determines which person has received the highest vote and through its clerk issues a notice of his election to each person so elected. No person is eligible to the office of mayor unless he has resided in the city for at least five years, and is at least twenty-five years of age. By virtue of his office the mayor is a supervisor of the county and a city justice of the peace. Since 1840, when the power to elect the mayor was taken from the common council and conferred upon the people, his influence and powers have been considerably augmented, and the tendency has been toward a centralization of responsibility. It is his duty to communicate to the common council at least once a year a general statement of the condition of the city in relation to its government, finances and improvements, with such recommendations as he may deem proper ; appoint the heads of the various departmental boards of the city ; be vigilant and active in causing the laws and ordinances of the city to be duly executed and enforced, and to exercise a constant supervision over the conduct and affairs of all officers. In case of vacancy in the office of mayor, or whenever the mayor, by reason of absence from the city, sickness or any other cause, is prevented from attending to the duties of his office, the president of the common council, or in case of his absence or disability, the president to be elected *pro tempore*, acts as mayor.

The office of comptroller, created in 1836, was at first appointive, the incumbent being chosen by the common council ; now it is elective. Theodore F. Jackson having declined renomination at the recent election in the fall of 1892, was succeeded by Halsey Corwin in January, 1893. The comptroller is the head of the finance department, and has the direction and management of the accounts and finances of the city, subject to the ordinances of the common council, and also the approval of all bills examined and allowed by the auditor. He is a member of the board of estimate, a commissioner of the sinking fund, and with the mayor is vested with the power to appoint the Brooklyn trustees of the New York and Brooklyn Bridge.

The department of audit was created April 27, 1871, and Maurice Fitzgerald was the first auditor. The present incumbent of the office is Frederick Keller. It is the duty of this official to examine all bills presented against the city for payment, and no money can be drawn from the treasury unless the voucher for the same has been examined and allowed by the auditor and approved by the comptroller. The auditor is a member of the board of estimate, and a commissioner of the sinking fund.

The duty of the city treasurer is to receive and care for all the money of the city, and to pay it out only on vouchers and upon warrants signed by the mayor, or acting mayor, and the comptroller and countersigned by the city clerk. He is *ex-officio* the treasurer of the board of education.

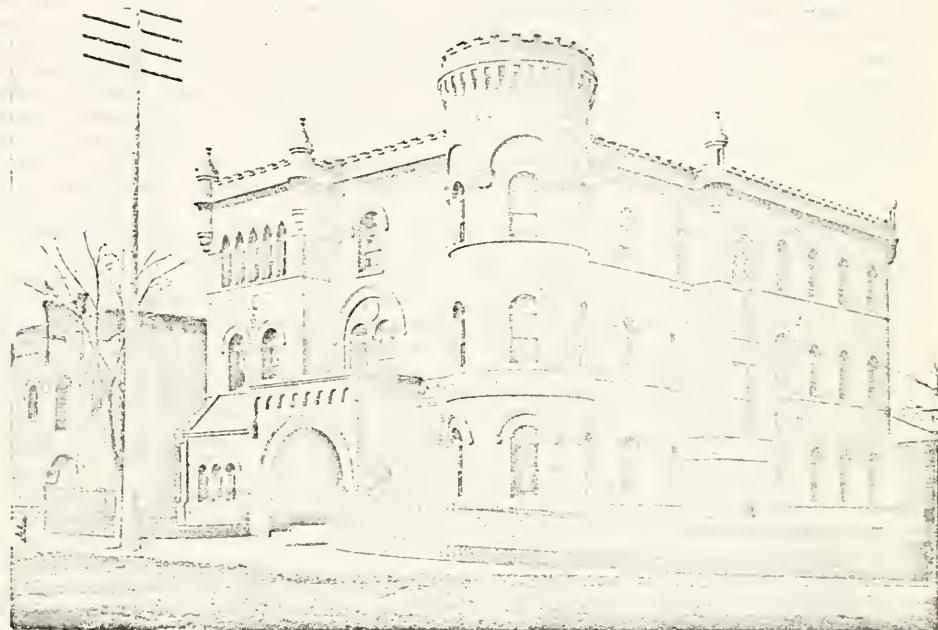
The collector of taxes and assessments collects all moneys that may be due under any warrant delivered to him for the collection of taxes and assessments, and it is his duty to pay the same at once to the treasurer of the city.

The head of the department of arrears is called the registrar of arrears. His duty is to collect all

arrears of taxes, assessments and water rates, and to pay the same at once to the city treasurer. He manages and controls all matters relating to advertising and selling property for unpaid taxes, assessments and water rates and the redemption of property sold therefor.

The head of the department of law is called the corporation counsel. He has charge of all the law business of the corporation, except where such business is otherwise specially provided for by the charter. He appoints the ordinance attorney, who prosecutes all violations of the city ordinances.

Previous to January, 1863, each ward elected its own assessors; then a board of assessors for the entire city was created, and finally, in 1873, the present organization of the board was effected and it now consists of a president and twelve assessors. Thomas A. Wilson has occupied the office of president since 1886, succeeding John Truslow, the first incumbent. It is the duty of the assessors to make out the assessment rolls for local improvements and taxes, and to perform such other duties as may be required under the direction of the president.



EIGHTEENTH PRECINCT POLICE STATION HOUSE, FOURTH AVENUE AND FORTY-THIRD STREET.

There was no regularly organized police force in Brooklyn prior to 1850, but in that year a department of police was created, with John S. Folk as chief. In 1857, when the "metropolitan board of police" was organized, with headquarters in New York, he was appointed inspector of that department for Brooklyn. In 1870 a separate police department was established in Brooklyn and it was governed by the mayor and two other persons appointed by the board of aldermen, the three constituting "The Board of Police of the City of Brooklyn." On June 1, Patrick Campbell superseded John S. Folk as chief of police. In 1871 the force comprised 10 captains, 49 sergeants, 22 roundsmen, 342 patrolmen, 26 doormen and a telegraph squad of 3 men. In May, 1872, in accordance with an act of the legislature, three police commissioners were appointed, the mayor being an additional commissioner, *ex-officio*. The department of police and excise, to consist of a president and two commissioners, was created under the charter of 1873, the members of which were to be appointed by the mayor with the consent of the board of aldermen. In 1880 the office of president of the board of police and excise was superseded by that of commissioner of police and excise, and two excise commissioners were appointed to act with him on all matters relating to excise. At the head of the department is the commissioner of police and excise, who in times of disorder or threatened riot is subject to the orders of the mayor. In addition to the appointment of the members of the police force it is the duty of the commissioner of police to appoint inspectors for steam engines. In 1873 John S. Folk was appointed superintendent of police to take the place of Patrick Campbell, whose office as chief had been abolished. In 1875, however, Mr. Campbell was appointed superintendent and has since held the

office. The personnel of the department of police and excise in 1892 is as follows: Commissioner of police and excise, Henry I. Hayden; commissioners of excise, John W. Cahill and John Schlieman; deputy commissioner and chief clerk, Francis L. Dallon; counsel, F. A. McCloskey; deputy clerk, Peter P. Huberty; property clerk, Stephen H. Powell; accountant, Thomas Carroll, Jr.; stenographer, M. J. Connolly; police surgeons, Charles H. Terry, M. D., William P. Morrissey, M. D., J. F. O'Connell, M. D., A. W. Ford, M. D., and J. D. Sullivan, M. D.; superintendent of steam boilers, William A. Powers; boiler inspectors, Patrick Coffey, William O'Donnell, Jacob Rueger and John Dolan; clerk, George A. Ridgway; secretary of excise board, Denis Short; excise cashier, William D. Lohmann; excise clerks, Lawrence J. Gillick and John E. Moore. Superintendent of police, Patrick Campbell; inspectors, John MacKellar, P. H. McLaughlin and Edward Reilly; clerk to superintendent, Frederick L. Jenkins; superintendent of telegraph, Frank C. Mason; telegraph operators, William R. Gear, Thomas Williams, James Campbell, Thomas J. Cornell, James Keenan, John Malloy and Bernard F. Conklin; telegraph linemen, Augustine Manee, William McConnell, P. J. Higgins and C. A. Wagner. Captains, James Campbell, first precinct; John W. Eason, second; P. H. Leavey, third; W. J. McKelvey, fourth; Martin Short, fifth; James Ennis, sixth; George R. Rhodes, seventh; Thomas Murphy, eighth; John Brennan, ninth; F. A. Early, tenth; Daniel Driscoll, eleventh; Edwin Dyer, twelfth; Stephen Martin, thirteenth; James Dunn, fourteenth; Thomas L. Druhan, fifteenth; Henry French, sixteenth; Hugh F. Gorman, seventeenth; James Kenney, eighteenth; Michael Campbell, nineteenth; William H. Kitzer, twentieth; Samuel Hardy, twenty-first; Thomas Cullen, twenty-second; James P. White, central office squad; T. C. Humphries, sergeant commanding license squad. Two new precincts have been established recently, making twenty-two in all, which are served by a police force including 92 sergeants, 52 detectives, 44 roundsmen, 1,225 patrolmen, 47 doormen and 21 bridge keepers.

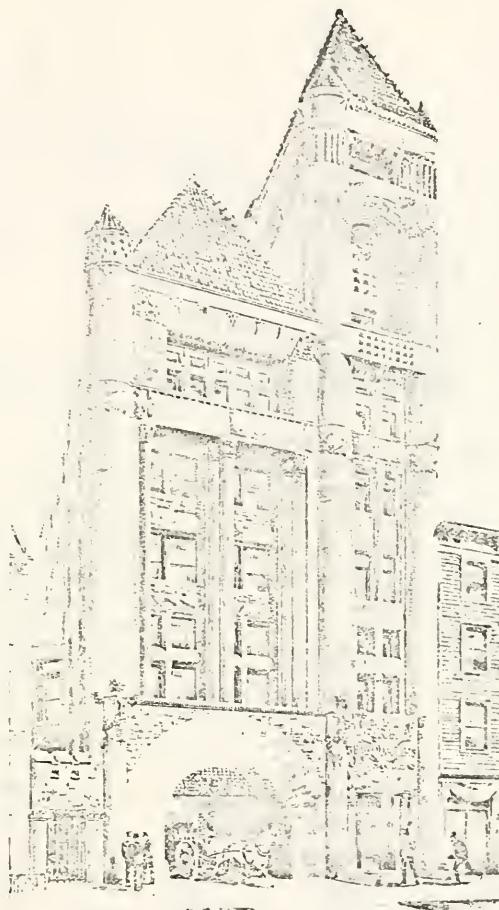
There was a board of health in the village of Brooklyn as far back as 1824, and this was succeeded by the "Board of Health of the City of Brooklyn," in 1854, which was composed of members of the board of aldermen, with the mayor as president. In 1866 the "Metropolitan Sanitary District and Board of Health" was created, and Brooklyn became a part of the district. In 1870, however, the metropolitan system was laid aside and the Brooklyn board of health, created by the charter of 1854, was reestablished. In 1873 a department of health was established, the management being vested in a board of health composed of the president of the board of aldermen, the president of the board of police and one physician. The office of health commissioner was created in 1880, and the presidents of the boards of aldermen and police ceased to be members of the health department. The health commissioner has power to act in a legislative capacity in regard to all matters pertaining to public health, the removal and burial of the dead, the maintenance and operating of an ambulance service, the registration of births, marriages and deaths, the registration of vital statistics in the city, and the proper sanitary regulation of all buildings. No ordinance which has been passed by the common council at the suggestion of the health commissioner in regard to matters pertaining to the office can be repealed or amended without his approval. It is the duty of the commissioner of police and excise to execute the orders of the health commissioner when so requested by him. In times of great and imminent peril to public health by reason of impending pestilence, extraordinary powers are conferred upon the commissioner of health. Such peril is only deemed to exist when declared by the mayor, president of the medical society of Kings county and the health commissioner. John Griffin, M. D., is the present commissioner of the department of health. Associated with him are Dr. John S. Young, deputy commissioner; Dr. R. C. Baker, secretary and sanitary superintendent; H. Ballwinkle, medical superintendent of the Contagious Diseases Hospital; Dr. L. C. D'Homergue, sanitary clerk; Dr. George Convery, shipping inspector, and a large staff of sanitary inspectors, vaccinators, etc.

Of the fires that may have occurred in Breuckelen, or Brooklyn, during the first hundred and fifty years after its settlement, or of the means adopted to subdue them, there is no reliable record, and the first mention of firemen to be found is in the account of a meeting held April 7, 1772, to consider the best means for "the effectual extinguishment of fires near the ferry, in the township of Breuckelen."

The first fire company was organized in 1785, and in the same year the freeholders bought a fire engine for £150, which they christened Washington No. 1, but it was not until three years later that a regular fire department was created. In 1795 the fire district was enlarged, and about a year afterward another engine, named Neptune No. 2, was procured. The third engine, Franklin No. 3, was purchased in 1810. The department increased in membership with the growth of the village, until in 1816 it numbered ninety-five men. In this year the first chief engineer, John Doughty, took office, being nominated by the firemen and confirmed by the village trustees. It was in 1816, too, that regular annual appropriations for the support of the fire department were begun, its expenses having been hitherto principally defrayed by the voluntary contributions of the members. The first hook and ladder company was formed in 1817, and in the following year the efficiency of the department was much enhanced by the provision of increased facilities for procuring water. The first accidental death in the fire department occurred August 21, 1822, at a large fire on the

Heights, Walter McCann, a member of the hook and ladder company, receiving fatal injuries. In 1823 the village fire department was incorporated, and in 1855 a law was enacted, changing the name of the corporation to the "Fire Department of the City of Brooklyn." Up to that time its affairs had been managed by the fire committee of the Common Council, but in 1857 five commissioners were elected for that purpose. The Williamsburgh fire department first took definite form in 1834, and was incorporated ten years later. By the act of consolidation it became the Fire Department of the Eastern District of Brooklyn and then, in 1869, it was consolidated of the western district, then newly-establishment. This was placed four commissioners, Hugh McLaughlin, A. F. Campbell. They managed the department the "single-head" compassed, and Jacob head of the department commissioner, John to that office by Mayor 1, 1886. Associated the department are deputy commissioner; chief engineer; Canice James H. Flynn, assis-jamin Lewis, fire mar-inspector of telegraph; H. Perry, assistant fire commissioner post-trol of all matters re-ment, management the fire department appoints the fire mar-examine into the tions in the city. The this department, when of way in any street vehicles except those States mail. The paid Brooklyn was estab- legislature on May 5, until September 15 of went fully into opera-department, appointed sioners, were chief en-ham; assistant chief Smith; district engi-James Shevlin, Charles Nevins, George Ver-ard; superintendent Quinn; superintendent of repair shop, Patrick Hughes; foreman of harness shop, John McGronen; sec-rectary of department, Caspian S. Sparks; messenger, Thomas Heffern; surgeon, William F. Swalm, M.D. At that time there were thirteen engine companies and six truck companies. In 1892 there were thirty engine companies, eleven truck companies, and two fire-boats; with two new engine companies and one truck company in process of organization.

In December, 1869, a new method of giving alarms was adopted, and in 1879 the system was still further improved and there were fifty public and sixteen private fire alarm telegraph boxes scattered through the city, connected with fire headquarters by sixty-five miles of wire. Since then improved boxes and other apparatus have been supplied, and of course the number of boxes and mileage of wire has increased in proportion to the needs of the growing city. An important addition recently made to the fire alarm facilities,



FIRE DEPARTMENT HEADQUARTERS, JAY STREET.

From Architect's Drawing. In Completed Building the Tower is on the Left Side.

with the department both constituting the ed paid fire department under the control of Frederick S. Massey, William A. Brown and and their successors ment until 1880 when missioner act was Worth was appointed ment. The present fire Ennis, was appointed Whitney on February with him as officials of William D. Moore, Thomas F. Nevins, Cassin, inspector; tant inspector; Ben-shal; James T. Wafer, James Dale and John chief engineers. The sses exclusive cont-lating to the govern- and maintenance of and its property. He shal, whose duty is to causes of conflagra-officers and men of on duty, have the right or avenue over all carrying the United fire department of lished by an act of the 1869, but it was not the same year that it tion. The heads of by the four commis-engineer, John Cunningham, John W. neers, James Gaffney, B. Farley, Thomas F. itzan, William A. Min-of horses, Arthur

and one which promises to revolutionize fire-alarm methods to a considerable extent, is the Home Instantaneous Auxiliary Alarm system, adopted by the department under authorization by the common council. By this system alarm boxes are furnished to private buildings, and connected with the regular street boxes,

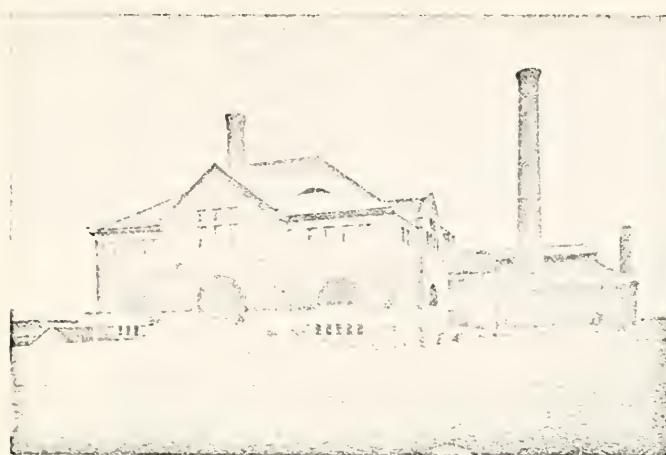
by means of which the department is notified of a fire on the instant of its occurrence. By the pressing of a button an alarm is sent direct to the nearest engine house. This obviates a delay of from five to twenty minutes spent in hunting up the key to the street box and traveling to the box for the purpose of sending in the alarm. The boxes may be placed in the most convenient locations in factories or dwellings, as they are small and ornamental, and any number of private boxes may be connected with the same street box. To enable the sender of an alarm to know

that it has been received at

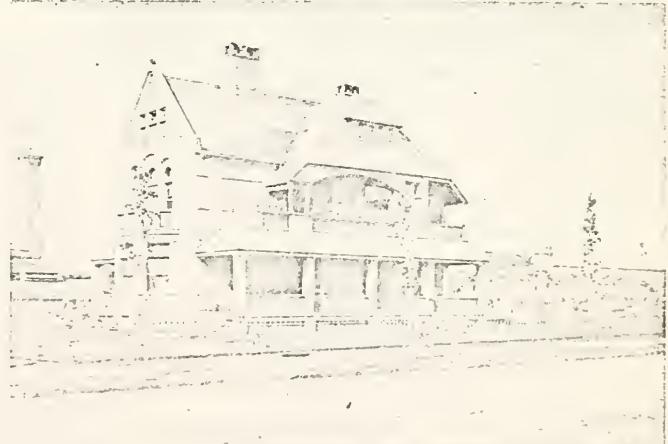
the engine house, there is a small shutter in the private box which, on dropping, reveals the printed words, "alarm received." Should there be any disarrangement in the system, the return message will not be received; but even this is provided for, as the system has automatic detectors which continually show at the central office the condition of things all over the lines. With such a system in general use the danger from large fires must be reduced to a minimum.

The duties of the commissioner of buildings were originally performed by officers known as fire wardens, who were at first appointed by the trustees of the village of Brooklyn. By the first city charter, however, these wardens held office in connection with the fire department. In 1888 the supervision of buildings was given to a separate department under the control of five inspectors, and in 1890 their powers were vested in a commissioner of buildings. William M. Thomas was the first appointee to this position, and he was succeeded by William H. Gaylor. The present incumbent of the office, Thomas E. Rutan, was appointed upon the death of Thomas Platt, in 1892. The commissioner of buildings has sole management and control of all matters relating to the regulation and supervision of erection, alteration and repair of all buildings within the city.

The present department of city works is practically the outgrowth of the water committee of the city council, which in 1834 made the first official movement looking toward the provision of a regular water supply system. New water committees were appointed from time to time and the scope of their duties gradually widened, so that in 1857 the "Board of Water Commissioners," by which the "water committee" was superseded, was directed to prepare



RIDGEWOOD PUMPING STATION.



MOUNT PROSPECT PUMPING STATION, ENGINEERS' HOUSE.

plans for a system of sewerage for the city. In 1869 the powers hitherto held by the common council and street commissioner in connection with the repairing and cleaning streets, etc., were conferred upon the permanent water board, and in 1872 the city works department, with three commissioners, was created, superseding the water board and street commissioner. In 1880 the "single-head" office of "Commissioner of City Works" was created, John French being its first incumbent. He was succeeded in 1888 by the present commissioner, John P. Adams. James A. Murtha is now deputy commissioner; Daniel L. Northup, secretary, and Andrew B. Martin is accountant. The commissioner of city works has charge and control, unless otherwise specially provided for, of all structures and property connected with the public water works, the supply and distribution of water and the collection of the water revenue; of the construction and maintenance of public sewers and drainage; opening, altering, regulating, grading, re-grading, curbing, guttering and lighting streets, flagging sidewalks and laying cross-walks; of constructing and repairing public roads extending beyond the limits of paved streets; the care of public buildings and of offices, and of fencing of sunken lots and the fencing of vacant lots; of digging down lots, licensing of street vaults, cisterns and cesspools; paving and re-paving, and repairing and clean-



GATE HOUSE, MOUNT PROSPECT RESERVOIR.

ing streets, and keeping the same clear of encroachments, obstructions and incumbrances; digging, constructing and repairing wells and pumps; making and preserving all surveys, maps, plans, estimates and drawings relating to the laying out and improvements of streets, avenues, roads, sewers, the construction, altering, and repairing of public structures, buildings and offices, and all other public works under the care of this department. In this department there are several bureaus established, at the head of which are, respectively, a chief engineer, water purveyor, water registrar, superintendent of sewers, superintendent of streets, and superintendent of supplies. All contracts, with the exception of those for salaries and those made for the management and control of the board of education, the water works, the maintenance of sewers and the repairing of streets, are under the authority of the common council. All contracts other than those excepted above, exceeding in amount the sum of \$250, must be paid in the following manner: The department of city works advertises in the corporation papers for at least ten days, inviting bids or proposals under seal for the proposed work. These are publicly opened and announced, together with the names of the sureties required, and before awarding any contract all such bids or proposals are published for at least six days in the corporation papers. All contracts are awarded to the lowest bidder, provided, however, that on the application of the commissioner of the department of city works or head of other department, the common council may by a two-thirds vote authorize the department of city works to execute a contract to other than the lowest bidder.

The appointment by the governor in 1835 of three commissioners to lay out, among other things, squares in the city of Brooklyn, then one year old, gave official activity to efforts toward the beautifying of the city which have been continued, with brief interruptions, ever since. Not very much progress was made, however, until, in 1859, fifteen citizens were appointed as a board of park commissioners, the number being subsequently reduced to seven. In 1889 the board was reduced to a membership of three and in

1891 a "single-head" commission was created by the legislature, George V. Brower being appointed park commissioner. The results accomplished by these various boards and commissions are recorded in the chapter on parks and cemeteries. The park commissioner has the exclusive management subject to the laws of the state and to the powers of the common council in relation thereto, of all the parks, squares and public places in the city. He also has control of Ocean Parkway from Prospect Park to the ocean, and also, for the purposes of police and improvement, of the parade ground in the town of Flatbush.

The history of the board of education is given in the chapter on educational institutions. This department of the city government has the entire charge and direction of all public schools of the city, and of the school moneys raised for the support of the same. The board elects its own officers, makes its own laws, defines the duties of its officers and committees, and prescribes such laws for instruction and discipline in the schools as are not inconsistent with the laws of the state. The whole city is one school district for all purposes of taxation, as well as for the purchase of school sites, and the building and repairing of school houses, and for the annual support of the schools.

The board of elections consists of four members appointed by the mayor and known as commissioners of elections. The term of office is five years. Not more than two of the commissioners can be of the same political party. It is the duty of the commissioners, on or before the first of September, to alter or divide the existing election districts of the city when necessary, no district to contain more than 400 voters, and to publish the same by keeping maps for inspection in the office of the clerk of the city, and also by posting copies in at least ten of the most public places in each election district, and also to furnish copies prior to every election to the registrars and inspectors in each district. They are required also to publish in the corporation papers published in the city on the days of registration and of election, and for two days prior to each of such days, the boundaries of each election district and the places for holding the polls and for the meetings of the boards of registrars and inspectors. The board has the appointment of registrars, inspectors, canvassers, poll clerks, and ballot clerks.

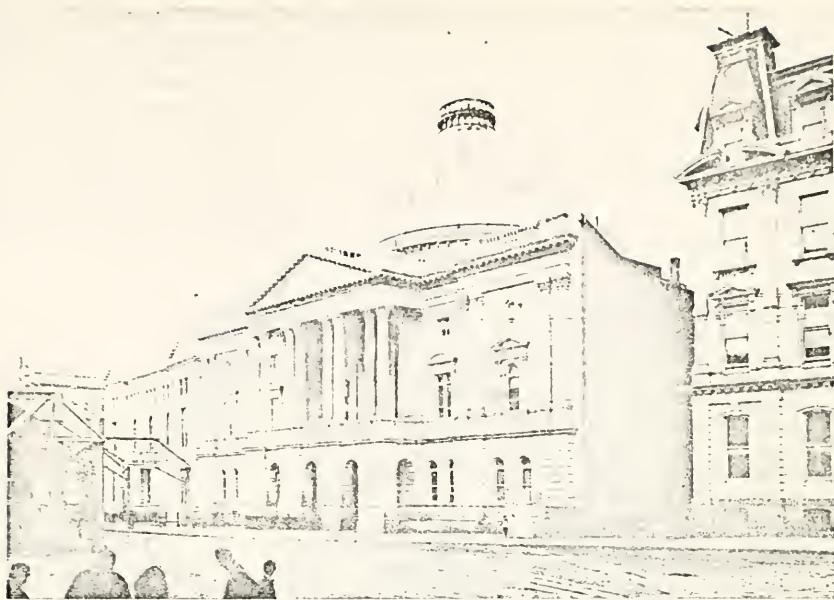
There are five civil service commissioners. They are appointed by the mayor, and hold office at his pleasure, though by usage the term of office is held to be two years. Under the provisions of the regulations of the commission all officers and employees of the city are divided into four general classes, as follows: The first class includes all officers elected by the people (such as mayor, comptroller, aldermen, etc.); the various commissioners and heads of departments; the members of the board of education and all the employees of that board. Class second, schedule A, includes all persons who are not employed as laborers or day workmen, and who are not to be appointed upon competitive examination. This includes those holding positions such as secretaries, deputy commissioners, chief clerks, cashiers, assistant civil engineers, clerks having custody of, or handling, moneys, etc. Class third, schedule B, includes all persons who are to be appointed upon competitive examination. The regulations in regard to this prescribe that no man shall secure a place otherwise than upon an open competition held on fair notice and by a practical examination with all other citizens who wish the place; and that the examination and the appointment shall be made absolutely without regard to political opinion. The only exceptions to this general statement are in two cases; that of the veterans of the late war, who, upon passing an examination have a preference to appointment, and the case of promotions, which are made of men already in the service, after specified lengths of service, and according to their merit. The law and regulations, in the second place, assume that in this case no removal will take place except for cause, although an absolute power of removal is reserved to the heads of departments. Class fourth, schedule D, includes all persons employed as laborers or day workmen.

For the purpose of testing weights and measures used in the city of Brooklyn there are four persons appointed by the mayor, one for each congressional district. The term of office is two years. No sealer of weights and measures for the city of Brooklyn can receive fees from any person for the testing of his weights, measures or scales.

In each ward one constable is elected annually, whose term of office is for one year—from the first of January succeeding his election.

The mayor, comptroller, city auditor, supervisor-at-large, and the county treasurer constitute a board to estimate the amount of money required to be raised by law for all city and county purposes for the year next succeeding. The common council determines how much money shall be raised for city purposes. It may reduce the amounts as reported by the board of estimate, but it cannot increase them. The city clerk certifies to the board of supervisors the amounts as they then stand, and these are raised in the next annual tax levy.

As the larger portion of the territory of Kings county is included within the boundaries of Brooklyn, it is essential that this chapter upon the city's history should include an account of such county officers and departments as affect the municipal polity. Kings county occupies the entire southwest end of Long Island, and contains, besides Brooklyn, the towns of Flatbush, Flatlands, Gravesend and New Utrecht. It has five



KINGS COUNTY COURT HOUSE.

congressional, five senatorial, and eighteen assembly districts. All that portion of the county of Kings which is bounded on the north and west by the East River and Newtown Creek; on the west by New York Bay; on the south by New Utrecht, Flatbush, and Flatlands and by Jamaica Bay, and on the east and north by the county of Queens, is known as "the City of Brooklyn," and each of its wards is considered a town of the county of Kings, and as such entitled to representation in the county government. The legislative power of Kings county is vested in a board of supervisors. Under a warrant made by Gen. Robert Hunter, acting colonial governor of the province of New York, the first board of supervisors of the county of Kings met at Gravesend on April 1, 1714. It was composed of Martin Schank, Joost Van Brunt, Ryck Henderson, Joris Raplya, Derick Anderson, and Samuel Gerretsen. New boards were elected each year thereafter, and held their regular annual meetings until 1775, and the records of their proceedings form entertaining reading. The meetings were as a rule harmonious, but on occasion decided differences occurred, as was the case in 1719, when the supervisors and the justices of the peace of the county could not agree regarding the construction of a "new prison house." The quaint record states that as the "justices were unreasonable the supervisors left it," meaning, probably, the meeting. There is no record of any election or meeting of supervisors from October 3, 1776, until the first Tuesday in October, 1777. In the latter year meetings were resumed, and continued, with occasional omissions, until 1782, the date of the last meeting under the General Provincial Assembly. On July 14, 1784, the first regular meeting of the Kings County Board of Supervisors, after the withdrawal of the British troops from Long Island, was held. This was also the first meeting of the board under the federal constitution, and the law and constitution of the state of New York. Tunis Bergen was the representative from Brooklyn. Thenceforward meetings became more frequent, and the duties of the supervisors were augmented. In 1801 they were first required to complete the assessment rolls of the various towns. At a meeting of the board, held on February 5, 1829, arrangements were made for establishing a county poor-house, and in the following year \$9,000 was appropriated for that purpose. The first meeting of the board of supervisors in Brooklyn was held on January 12, 1833, in the Apprentices' Library, and in May of the following year they held their first meeting, after the incorporation of Brooklyn as a city. An event of the year 1845 was the resignation of Jeremiah Lott, who had served as clerk of the board over forty-four years. It was tendered and accepted owing to Mr. Lott's ill health. Under the new constitution of 1846 power to divide the county into assembly districts and to canvass the votes for governor, congressmen, etc., was conferred upon the board of supervisors. In 1861 Edward B. Cadley, the present clerk to the board, was appointed to the office he has ever since retained. In 1859 the term of supervisors representing Brooklyn was increased to two years, but until 1864 the supervisors from the county towns served but one year. By an act passed April 2, 1864, however,

all supervisors served a two-year term thereafter. Prior to 1859 the pay of supervisors was \$2 per day and mileage. This was subsequently increased to \$3 per day, and by an act passed May 10, 1869, the salary of supervisors was definitely fixed at \$1,000 per year. In 1871 the office of supervisor-at-large was created; William J. Osborne, the present city court judge, being the first to occupy the position. In the same act of the legislature provision was made for the appointment of an auditor for the county of Kings. There are no such officers as supervisor-at-large and auditor in any other county in the state. Under the charter of 1873, known as the Schroeder charter, aldermen from each ward also performed the duties of supervisors, so that no separate candidate was elected to the latter office. This continued two years, when the old rule was restored and the board of supervisors and aldermen became absolutely distinct bodies. The board of supervisors is now composed of thirty-two members, who serve two years; one elected from each ward of the city of Brooklyn, and one from each of the four towns; a supervisor-at-large, who is president of the board, and the mayor of the city of Brooklyn, *ex-officio*. The even wards and county towns elect supervisors one year, the odd wards the next. The supervisor-at-large is elected by the voters of the entire county. In addition to being the presiding officer of the board of supervisors, he has also special powers conferred upon him by law. Among these are the power to veto the resolutions of the board and the power of appointment of the board of charities and corrections. The following are the members of the board of supervisors, together with its *attachés*, for 1892: George Kinkel, supervisor-at-large and *ex-officio* president of the board; John Y. McKane, supervisor of the town of Gravesend, president *pro tem.* of the board; David A. Boddy, mayor and *ex-officio* a supervisor; G. Cochran Broome, first ward; Martin F. Conly, second ward; John T. Breen, third ward; John McKeown, fourth ward; Patrick Barry, fifth ward; Eugene R. Judge, sixth ward; Edwin E. Friou, seventh ward; Robert H. Attlesey, eighth ward; Francis H. McGuire, ninth ward; John J. Donahue, tenth ward; William Hughes, eleventh ward; Robert O'Donnell, twelfth ward; Thomas Cook, thirteenth ward; Patrick J. Ralph, fourteenth ward; William H. Jenkins, fifteenth ward; Charles Juengst, sixteenth ward; Harvey T. Lewis, seventeenth ward; Peter P. Gangloff, eighteenth ward; William C. Carrick, nineteenth ward; William L. Bennem, twentieth ward; William P. Riggs, twenty-first ward; George H. Deitsch, twenty-second ward; Olin B. Lockwood, twenty-third ward; William E. French, twenty-fourth ward; William L. Extance, twenty-fifth ward; Henry Wolfert, twenty-sixth ward; Claus Torney, twenty-seventh ward; James Boyd, twenty-eighth ward; Cornelius Furguson, New Utrecht; William M. Lynam, Flatbush; John Y. McKane, Gravesend; Richard L. Baisley, Flatlands; E. B. Cadley, clerk of the board; William L. Howard, secretary to the supervisor-at-large; John B. Meyenborg, counsel.

The principal executive officers of the county are the sheriff, county treasurer, county clerk, coroners, county register, auditor, commissioner of jurors, public administrator, district attorney and the commissioners of charities and corrections.

The sheriff has the custody of the jails of the county and of their inmates. It is his duty to execute all processes, orders, etc., committed to him and to keep a record of the same. He is answerable for the safe keeping of prisoners committed to his charge by courts of record. The present sheriff is John Courtney. The first county jail building was erected on Raymond street in 1839, and six years later an addition for a female ward was built. Until 1864 the supervisors held meetings in the jail building and the county court was also held in one of the rooms for a time. In 1879 the present structure was erected. The sheriff receives twenty-eight cents a day for the maintenance of each prisoner. The jail has accommodations for 750 inmates. During 1892 the average number confined there was 350. The county morgue on Willoughby street, at the southern extremity of Canton street, was erected there in 1881, and Patrick Maguire, the present keeper, was then appointed to that office. The first morgue, which was also located near the county jail, was built in 1870. During the year ending August 1, 1892, 319 bodies were taken to the morgue, of which 209 were identified. Of the whole number received 240 bodies were buried by the county.



THE HALL OF RECORDS, FULTON STREET AND BOEREN PLACE.

The duties of the county treasurer are to receive all moneys belonging to the county, and all moneys of the state which by law are directed to be paid to him, and to pay out such moneys in the manner prescribed by law; to keep account of receipts and expenditures; to transmit annually to the state comptroller an account of state moneys that have passed through his hands, and to exhibit his books and accounts to the board of supervisors at such time as they may be required, as prescribed by law. John Vanderbilt was the first treasurer of Kings County, and he held the position twenty-two years. He was appointed by Kings County's second board of supervisors at their meeting in October, 1714. Henry H. Adams is the present incumbent of the office.

The county clerk has the custody of all books, records, maps and papers deposited in his office; he must provide proper books for recording deeds, mortgages and other papers proved according to law, keep an account of all fees charged or received by him, and the book containing such account must be open to inspection at all times. He must make copies of any papers on file in his office upon the request of any person, and shall certify to the correctness of each copy. John Cottier fills the office at the present time.

There are two coroners in Kings County. The office, aside from the ordinary duties attached to it, is one of considerable importance, as, under mandate from the court, a coroner may arrest the sheriff, and where the latter from any cause is disqualified from discharging his duties, the coroner may assume such duties. The present coroners are Joseph A. Kene and Joseph M. Creamer.

It is the duty of the county register to record conveyances, file for safe-keeping such papers as are committed to his charge and keep indexes of all records. The register now is Thomas J. Kenna.

The county auditor's duty is to examine all bills against the county which have been presented for payment, and his signature of approval is essential to such payment. Frederick Keller is the present county auditor.

To the commissioner of jurors, at present William A. Furey, is given the power of selecting trial jurors and to decide upon their qualifications. He must prepare a list of persons liable to serve as trial jurors, to be entered in suitable books, and he must afford opportunity for such persons, according to law, to present claims for exemption from jury duty. The commissioner has discretionary power, based upon special circumstances, as to causing the arrest of any person failing to obey a summons to act as a juror.

In all cases where there is no legally qualified executor of an estate, the public administrator acts as such executor. His fees are similar to those allowed a relative or other person performing similar duties. David Barnett is the public administrator.

The prosecution of all criminal cases is the principal duty of the district attorney. He has also to attend to the collection of the collateral inheritance tax and to prosecute upon failure of payment, as well as to collect or prosecute in cases of forfeited bail bonds. He must file an account with the county treasurer of all moneys received. The present occupant of the district attorney's office is James W. Ridgway.

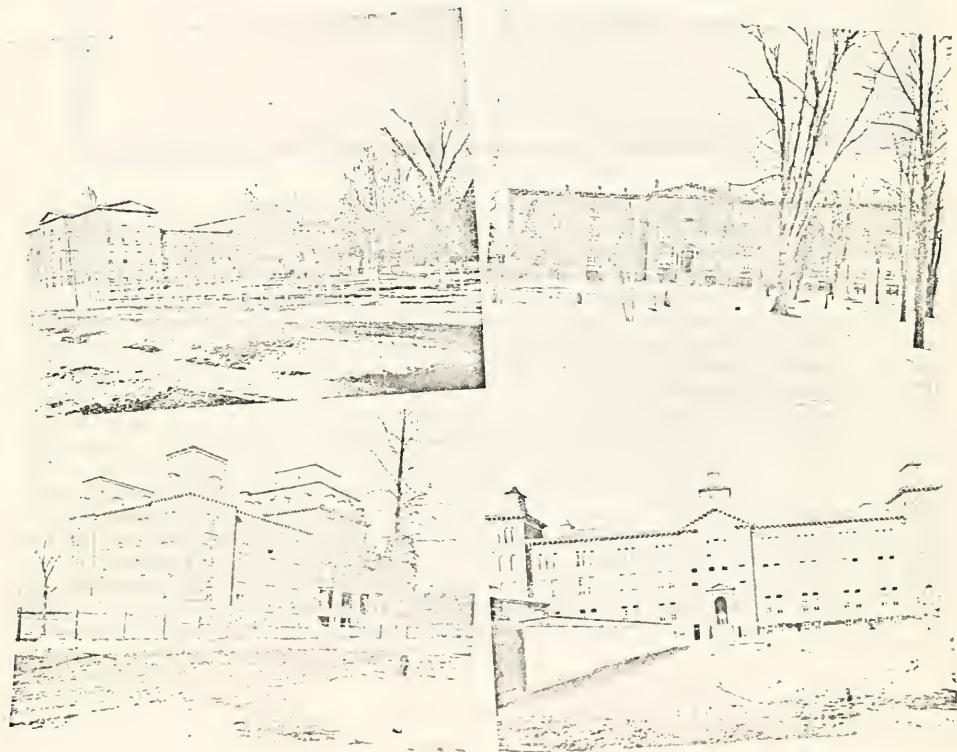
Prior to 1824 each town in Kings County cared for its own poor, but on November 27 of that year the board of supervisors was empowered by an act of the legislature to purchase land upon which to erect a county poor-house. It was not until five years later that a committee was appointed for the purpose of giving the matter active consideration. On February 20, 1830, the first board of superintendents of the poor of the county was appointed, and they were authorized to lease the almshouse of the town of Brooklyn for one year, pending the erection of a poor-house upon the county farm land purchased in Flatbush the same



THE COUNTY JAIL, RAYMOND STREET.

year. On April 9, 1832, the paupers were removed from the Brooklyn almshouse to the Flatbush building, which was then nearly completed. In the latter part of 1837 a hospital in connection with the poor-house was so nearly finished as to be ready for occupancy. From time to time during the next seven or eight years improvements and additions to the county farm establishment were made, and in 1845 a lunatic asylum building was completed. In 1846 a site for a penitentiary was purchased and later the land area was increased to its present dimensions—the grounds bounded by Crown and President streets and Nostrand and Rogers avenues. On March 23, 1848, the penitentiary and workhouse were so far completed that the first prisoners, thirteen in number, were received, and in the following year the penitentiary hospital was finished, as was also the new county farm hospital erected on the site of the original building, which had been destroyed by fire. In 1850 a children's nursery was opened in a building adjacent to the poor-house, and ground for a new penitentiary was marked out, the building being completed in 1853. On June 18, 1850, the poor-house was destroyed by fire and the work of rebuilding was at once begun. In this year, too, and in 1861 the lunatic asylum was enlarged.

In 1866 a dissatisfaction with the methods of caring for the poor of the county, whose numbers had been growing for several years, found expression in a proposed law for the abolishment of the office of



COUNTY BUILDINGS AT FLATBUSH.

superintendents of the poor and the substitution of a commission to be known as the board of commissioners of charities. The accomplishment of this change was retarded for a time by the vigorous opposition it encountered from the board of supervisors and the superintendents, but finally the passage of an act superseding the latter by the creation of the commissioners of charities was secured in April, 1871. This did not end the troubles connected with the charities department, however, and they culminated in the trial and sentence on June 1, 1874, of three commissioners for malfeasance in office. Each was fined \$200. The troubles of the department officials did not check the enlargement of the county farm, and during these troublous times a hospital for incurables was erected, which was first occupied in 1876. In 1877 a committee appointed to investigate the condition of the poor establishment made so unfavorable a report



ON THE COUNTY FARM AT KING'S PARK.

that a public meeting was held in the Academy of Music, at which the management of the commissioners was condemned and the establishment of a new board, to be called the commissioners of charities and corrections, was urged. Nothing definite was accomplished in this direction, however, until May 13, 1880, when, after fierce opposition, the act providing for a board of charities and corrections, to consist of three members, was passed, the new board entering at once upon the duties of their office. With the purpose of providing increased accommodations for paupers, the insane and other county wards, an act was passed by the state legislature in 1884, empowering the board of supervisors to purchase a site at St. Johnland, L. I. (since called King's Park), for the location of a county farm. In 1887 insane persons were first housed there in a temporary structure, and in the year following the first permanent building was completed and occupied. Henceforward there were constant additions and improvements until, at the close of 1892, there were four large buildings and thirty cottages, either completed or nearly so. Besides this, roads and sewers had been built, electric light and steam heating apparatus supplied, and there were laundries and bake ovens and all other needed accessories to provide an effective establishment. Under the new form of government the affairs of the county institutions have been administered satisfactorily in general, building and other improvements have progressed and Kings County's poor establishment, penitentiary and hospital will compare favorably with any in the state. During 1892 there were 2,368 persons cared for in the almshouse, 415 in the baby ward, 3,080 in the hospital, 594 in the insane asylum and 1,061 in the penitentiary, and nearly 1,000 were received and treated during the year at King's Park. The present commissioners are B. Frank Gott, Francis Nolan and George H. Murphy.



GEORGE HALL, FIRST MAYOR OF BROOKLYN.

When Brooklyn received its city charter in 1834, GEORGE HALL was chosen by the board of aldermen as the first mayor, to serve for one year, and, by a singular coincidence, twenty years later, when Williamsburgh and Bushwick were consolidated with Brooklyn, it was again Mr. Hall who was chosen, this time by the people, as mayor of the new and larger city. His term began according to the new regulations on January 1, 1855, and continued through the year 1856. Mr. Hall was born in New York, of Irish parents, on September 21, 1795. Not long afterwards his father removed to Flatbush, and there, at Erasmus Hall, young George received his education. He took up his father's trade when he left school and became a painter and glazier. He rapidly rose to a position of wealth and influence. Twice he was made trustee of the third ward. It is amusing to read that when he was a candidate for president of the village he met with vigorous opposition because he wished to close all unlicensed rum-shops and insisted upon banishing hogs from the streets. He was nevertheless elected, and in the following year Brooklyn became a city with Mr. Hall as mayor. Ten years later he was the candidate of the Temperance party and in 1845 of the Whig party, but was, in both cases, defeated. When he was reelected in 1854 it was as the candidate of the Know-nothing party. In 1861 he stood for the office of registrar, but failed of election and retired from politics altogether. Mr. Hall was always an enthusiastic advocate of temperance and an uncompromising enemy of liquor dealers. His personal example was in accord with his precepts and was carried even to the extreme of refusing a stimulant which might have prolonged his life. He was violent in his likes and dislikes and bluntly outspoken, but was correspondingly trustworthy and constant in his friendships. It was undoubtedly his unrelenting war upon the liquor traffic that hampered his political success. In almost every institution for the promotion of the public welfare Mr. Hall was active. Dr. A. N. Bell tells a story of his personal care of yellow fever patients during the epidemic, which illustrates both his courage and his goodness of heart. At the expiration of his term on January 1, 1857, the citizens presented him with the house at 37 Livingston street, where he died on April 18, 1868. He was buried with the highest civic honors, and the thousands who assembled in front of his residence were addressed by Henry Ward Beecher in a funeral oration of fervid eloquence.

JONATHAN TROTTER, who was elected alderman under the new city charter, was chosen to succeed Mr. Hall as mayor and was reelected in 1836. He was born at Newcastle-on-Tyne, England, in the year 1797 and came to this country when he had attained his majority. He established himself in New York as a morocco-dresser, and his business grew rapidly; in 1825 he erected a dressing-factory in Brooklyn and four years later took up his residence here. He soon rose to prominence and was trustee of the ward until he became alderman in 1834. It devolved upon him during his term of office as mayor, in 1836, to lay the corner-stone of the city hall as it was then planned. In 1837 his wealth was carried away in the general financial crash, and he was never quite able to retrieve his fallen fortunes nor to regain his former prominence in politics. He returned to New York in 1840, where fifteen years later he died.

GENERAL JEREMIAH JOHNSON came of an old and distinguished Dutch family; his great grandfather settled at Gravesend in 1657, and Jeremiah was born at the old homestead on January 23, 1766. His father was a prominent patriot during the Revolution, and was in command of the Kings County militia in 1776. Many important events of that memorable struggle took place before his eyes; and his, too, was the privilege of witnessing the evacuation of New York by the British troops in 1783. The deep impression which these events made upon his young mind bore fruit for the generations that have succeeded him in the shape of valuable notes, reminiscences, bits of local history and the like, which all his life he was indefatigable in collecting; scholars and historical investigators have already derived great assistance from these labors. Further reference to General Johnson's work in this field will be found in the chapter on literature and the fine arts. Jeremiah Johnson was always active in military affairs and it was during the war of 1812 that he was given the rank of brigadier-general. He was very successful in raising troops and proved himself an excellent disciplinarian. He was in command at Fort Greene in 1814, and when peace was declared he was raised to the rank of major-general. He was a member of the old Dutch Reformed congregation and was clerk of the consistory for forty years. In everything that promised to advance the prosperity of the city General Johnson was actively and effectively interested. He was trustee of the town of Brooklyn for twenty years, from 1796 till 1816; in the latter year Brooklyn became a village and his home was outside the limits; he ceased to be a trustee, but continued to hold the office of supervisor until about 1840, a period of nearly forty years. When the city of Brooklyn was incorporated, its limits were so extended as to include General Johnson's residence, and in 1837 he was elected mayor and reelected in the following year. He represented Kings County in the assembly in 1808 and 1809, and again in 1840 and 1841. He was distinguished by a quiet self-reliance and a scrupulous fidelity in the execution of his public duties and the management of his private trusts. He preserved his warm sympathies and cheerful youthfulness of heart to the end, which came on October 20, 1852.



GENERAL JEREMIAH JOHNSON.

From within a year after CYRUS P. SMITH came to Brooklyn, then a village of 10,000 inhabitants, until his death in 1877, he was actively and prominently connected with nearly all the great enterprises that have contributed to the growth and prosperity of the city. His career as a citizen of Brooklyn covers exactly half a century. Cyrus Porter Smith was born in New Hampshire on April 5, 1800. In his eighteenth year he entered Dartmouth College, from which he was graduated with honor in 1824. He then began the study of law with Chief Justice Williams in Hartford, where he was obliged to eke out his scanty means by teaching in various singing schools. In 1827, without money or friends, he came to Brooklyn. He came into public notice for the first time during the Jackson campaign in 1828, and soon became a power in the councils of the Whig party. The first public recognition of his services was in 1833, when he was made clerk of the village board of supervisors, which office he retained until two years later he was chosen



CYRUS PORTER SMITH.

as the first corporation counsel of the new city. In the meantime he had built up a fine legal practice. In 1839 he was elected mayor by the board of aldermen. In the following year an act of the legislature made the mayoralty subject to a popular vote; and thus, while Mr. Smith was the fourth mayor of the city, he was the first to enter office by the suffrages of the people. He served till 1842. During all this period he was an active member of Dr. Cox's church, the First Presbyterian, in Henry street. To enumerate the institutions to whose success Mr. Smith devoted his energies would be to name nearly all the important enterprises of the city. For thirty years he was a member of the board of education and for twenty-one years its president. During that time the whole public school system was put into operation. He was also deeply interested in the Packer and Polytechnic Institutes. He represented the city in the state senate during 1856 and 1857. It was to his earnest efforts that Brooklyn owed its first gas company, and as early as 1839 he founded, with the coöperation of General Nichols, the City Hospital. He was ever foremost among the promoters of any great improvement, and we find his name among the originators of Green-Wood Cemetery. Not least among the many services he rendered this city was the work he did as managing director of the Union Ferry Company. This office he held from 1855 until the day of his death. In 1869 Mr. Smith became acting president of the Brooklyn City Railroad Company, and held that office when he died. Mr. Smith died at his residence in Pierrepont street on February 13, 1877, having kept pace with the nineteenth century for seventy-seven years. The various institutions with which he had been connected held meetings and passed resolutions in recognition of his eminent services, not alone in his particular official capacity, but also in all the relations of life. The obsequies were held in the church which Mr. Smith had entered as chorister half a century before, and the Rev. Dr. Richard S. Storrs preached the sermon.

HENRY C. MURPHY, fifth mayor of the city, was born in the village of Brooklyn on July 5, 1810. His father's father was a physician who emigrated from Ireland in 1766 and settled in New Jersey; his father was a mill-wright by trade and came to Brooklyn in 1808, where he was engaged, in addition to other enterprises, in the construction of the tide mills which some old residents can still remember. The name of J. G. Murphy occupies an honorable place among those of the prominent burghers of that day, and at one time he was justice of the peace. His son, Henry, was graduated at Columbia College in his twentieth year. He immediately began the study of law, and three years later was admitted to the bar. In 1834 he married Miss Amelia Greenwood of Haverstraw. It is not generally known that he practised some time for himself before he formed the famous partnership with Counselor Lott, to which Vanderbilt was soon after admitted, constituting the firm of Lott, Murphy and Vanderbilt. During the twenty years that followed this firm not only controlled nearly all the law business of the city, but also wielded immense political influence. The story of their transactions is the political history of Brooklyn during these two decades. The wane of their influence marked the end of the open caucus system, and with the ascendancy of Mr. McLaughlin the system of primaries began. As Mr. Murphy's father had been instrumental in having the village incorporated, so his son was active in securing the city charter. In 1842 he was elected mayor and his administration was marked by a system of retrenchments, beginning with his own salary. He was sent to congress in 1843, where he played a distinguished part in the discussion of the leading questions



HENRY C. MURPHY.

of the day. In 1852 he was a candidate for nomination before the convention which finally nominated his rival, Franklin Pierce. Shortly after Buchanan became president, he made Mr. Murphy United States minister to The Hague. At the beginning of Lincoln's administration he returned to devote himself to his country at home. He was immediately elected to the United States senate, where he served for twelve successive years. There he contributed greatly to the advancement of the interests of Kings County, and his conspicuous achievements, especially in 1866 and 1867, made him a prominent candidate for the governorship. He was defeated through the influence of Tweed. In 1875 an attempt was made to send him back to the senate, but it failed, and so with the year 1873 when he left the senate his political career practically

ended. Mr. Murphy's name is connected with most of the great public institutions which are to-day the chief objects of the city's pride. He was active in forming the Brooklyn Library, the Hamilton Literary Association and the Long Island Historical Society; he was one of the organizers of the Society for Improving the Condition of the Poor, and into such enterprises as the Brooklyn Bridge he threw all his energies. But throughout his life he never abandoned his scholarly pursuits in spite of the pressure of weighty affairs. Mr. Murphy's library was extensive and one of the most valuable in the city. His writings were numerous and creditable; they are referred to in the chapter on literature and the fine arts. He was a lawyer, a legislator, a scholar and a pure patriot; the distinction which he honorably won in each of these characters has given his historic name a place among the highest in the annals of his native city. He died on December 1, 1882.

It was in large measure due to the efforts of JOSEPH SPRAGUE that Brooklyn succeeded in obtaining its city charter. In village politics he had long been a beneficent influence; for seven years he was a member of the board of trustees, and for five years of that time he was its president. He purchased, with the coöperation of Colonel Alden Spooner, twenty acres of land at Fort Greene to be devoted to a home for the poor, and subsequently he was a zealous advocate for converting this site into a park. It was he who as president of the village inaugurated the street-cleaning system in spite of ridicule. His days were devoted to public affairs and it was only at night that he labored in his own behalf. Mr. Sprague was born at Leicester, Massachusetts, on July 25, 1783. He came to New York in 1809, where he gradually won his way as a commission merchant and through the sale of woolen cards, manufactured by his father and brother at Leicester. In 1811 he married Maria De Bevoise, of the honorable old family of this city, and in 1819 he established himself permanently in Brooklyn; he built a country-seat at what is now 115 Fulton street. The energy and probity of Mr. Sprague made themselves felt in many important enterprises. He was a Democrat of the Jackson school, and as the candidate of that party he was elected mayor of Brooklyn in 1843 and again in 1844. He was an earnest advocate of the consolidation measures which resulted in the union of Williamsburgh and Bushwick with Brooklyn. He applied the business principles of economy to the administration of public affairs, and in these relations as in those of his private life he was above reproach. He died on December 12, 1854.

In the political history of the city the name of THOMAS GOIN TALMADGE is most prominently associated with the development of the eighth ward, Gowanus, in which his own farm and that of the Van Brunt family, into which he had married, were situated. He was a native of Somerset, New Jersey, where he was born on October 22, 1801. He began his mercantile career in New York city when he was only eighteen years of age, and rapidly rose to distinction. In 1823 he married a daughter of United States Senator Jacobs, of New York; he lost his first wife after eleven years, and married again in 1835; his second wife was a daughter of Cornelius Van Brunt, of Brooklyn. He represented New York city in the state legislature in 1836, and was subsequently president of the board of aldermen. He came to this city in 1840, and was soon afterwards elected to the board of aldermen here. In 1845 he was the Democratic candidate for the mayoralty and was elected; during his term the new city hall was erected according to the altered plans. He ran for mayor a second time, but was defeated by the Whig candidate. Upon the expiration of his term the governor appointed him judge of the county court; he had previously been made loan commissioner of the United States Deposit Fund for Kings County. He was a politician of the school of Martin Van Buren, and as new party combinations arose he gradually dropped out of public life. In 1848, five years after the death of his second wife, he married the youngest daughter of Judge Joralemon, of Brooklyn. He was a member of the Chamber of Commerce, and in 1858 became president of the Broadway Railroad Company, of Brooklyn. He died on March 4, 1863.

In Guy's view of Brooklyn, in 1820, may be seen the once famous market at the foot of James street, on the site now occupied by the bridge approaches. In this market the father of FRANCIS BURDETT STRYKER had a butcher's stand, and it was in Fulton street, near by, that on December 11, 1811, his son, afterwards the eighth mayor of the city, was born. The boy received his education at Erasmus Hall, but he was only fourteen years of age when he left school and took up the carpenter's trade. He remained a journeyman until 1838, when he was made tax-collector. His political affiliations were with the Whigs. In 1840 he became sheriff. At the expiration of his term he returned to his bench in his brother's shop, where he was still working in 1846, when, after an exciting canvass, he was elected mayor. He was twice reelected, and the three years of his mayoralty were eventful ones in Brooklyn's history. When the Republican party was forming, Mr. Stryker joined its ranks and was elected county clerk on that ticket. In 1856 he was their unsuccessful candidate for mayor. Four years later he was made superintendent of sewers, and held the office for fifteen years. He never married. His death occurred on January 14, 1892.

EDWARD COPELAND was one of those rare figures in politics whom the office sought; to him official honors came unsolicited. He was born on May 30, 1793, and received a liberal education, graduating at Columbia College. He began life as a retail grocer in Brooklyn, but his name was soon brought before the public in connection with the Polish revolution and the national uprising in Greece between 1828 and

1830. The manly dignity of his views commanded the respect of his fellow-citizens and he was made a member of the board of trustees of the village, and in 1833 became their president. In the following year he refused the nomination for congress which was tendered him. In response to the popular desire he was elected city clerk in 1844, and was re-elected twice thereafter. Prior to this he had been chairman of the Whig general committee, and to him in large measure was accorded the credit of the party successes from 1837 until 1840. In 1839 and 1840 his conduct as judge of the municipal court won the respect of the whole community. He was elected to the mayoralty in 1849. As a member of the board of education, for many years he rendered distinguished service in developing the system of public schools in this city. He was a scholarly man, and his numerous contributions to current literature bear abundant witness to his intellectual ability. The cause of education as well as that of purity in politics suffered a loss by his death, which occurred on June 18, 1859.

With SAMUEL SMITH, the tenth mayor of the city, the old system came to an end, and in accordance with the amendment to the charter the term of mayoralty, as of all municipal offices, began thereafter with the civil year. Mr. Smith was thus chosen to fill the office for the last eight months of the year

1850. He was born at Huntington, L. I., on May 26, 1788. He obtained his education at the academy there, and then learned the trade of a cooper. In 1806 he removed to Brooklyn. He soon gave up his trade and took to farming, and gradually acquired for this purpose the property which was once a portion of the old Johnson farm on the Old Road, now Fulton street, and bounded by Red Hook lane, Schermerhorn street and by the street which has since borne his name. In 1811 he had married a daughter of Judge Joralemon. Few citizens of Brooklyn have held so many offices under the village and municipal government as did Mr. Smith during his long and useful life. From being commissioner of highways and inspector of fences in 1821, he became successively assessor, justice of the peace, supervisor, county judge, and superintendent of the poor, until in 1850 he was elected to the mayoralty. When the city charter went into effect, Mr. Smith's residence fell within the sixth ward, which he was called upon to represent for many years in the board of aldermen, of which body he was for some time president. Mr. Smith in 1830 joined the old Dutch church, which formerly stood in the middle of Fulton street, and for several years before his death he was the oldest representative of that congregation. He was one of the founders of the Nassau Insurance Company, and director in the Mechanics' and Home Life Insurance Companies; in the Brooklyn and in the Atlantic

SAMUEL SMITH.

Banks, of which latter institution he was for two years the president. He had a brief experience in military life, doing camp service with the Washington Fusileers at Fort Greene during the war of 1812. He afterwards became captain in the 44th Regiment. Among the official acts of Mr. Smith, it is to be remembered that he with his associates selected and purchased the site of the county buildings in Flatbush, and erected there a poor-house. The venerable form of "Judge Smith," as he was called during the latter years of his life, was well known to every citizen of Brooklyn; and the square stone mansion where he lived and in which he died on May 19, 1872, remains to this day, amid strangely altered surroundings, one of the landmarks of the old city. It is now occupied by the offices of the telephone company.

In the history of the inception and execution of nearly all the important enterprises whereby Brooklyn was converted from a village into a city one meets with the name of CONKLIN BRUSH. He was born on March 8, 1794, and came to Brooklyn in 1827. A sagacious man of affairs, during the twenty-three years of his business life he was at the head of no less than nine different firms, all of which enjoyed uniform prosperity even in the time of general financial disaster. Abilities such as these Brooklyn was eager to enlist in her own service, and he was made a member of the board of trustees of the village in 1830; he was also president of the first board of aldermen, and began his term as mayor January 1, 1851. But his claim upon the gratitude of Brooklyn lies not so much in his official acts as in the far-seeing and comprehensive schemes of municipal improvement which have owed either their origin or a large measure of their success to him. He





CONKLIN BRUSH.

sions, and was a delegate to the Presbyterian Synod. He carried his kindly enthusiasm into his political office, and during his mayoralty the Truant Home was established, and Sunday laws were rigorously enforced. Edward Augustus Lambert was born on June 10, 1813, in New York city. His father perished at sea when the son was twelve years of age. Thrown thus early upon his own resources, he became a clerk in an importing house, and in 1832 he went into the stationer's business on his own account. He was successful and amassed a fortune. He represented the sixth ward in the board of aldermen, and was at one time its president; he was subsequently alderman for the tenth ward, into which the sixth was split up. In 1852 he was elected mayor on the Democratic ticket, and served during 1853 and 1854. He was traveling in Europe when the riots between the Know-Nothings and the Irish broke out, but he returned just in time to suppress them with admirable energy and promptness. He called the first great war meeting at Fort Greene, and he rendered inestimable service to the cause as a member of the war-fund committee. To whatever he undertook he gave his whole devotion. Financial troubles came upon him in 1878, and on September 7, 1885, he died, broken in health and spirits.

SAMUEL S. POWELL held office for a period embracing in all six years and four months. He entered upon his duties on January 1, 1857; he was re-elected and his second term did not expire until May 6, 1861; he held the office again in the years 1872 and 1873. Mr. Powell was born on February 16, 1815; although he came of an old Long Island family his birthplace was New York. When he was thirteen years of age he came to Brooklyn to make his own way. He was successful, and in the course of time became prominent in the conduct of the Nassau and Lafayette Insurance companies, in both of which he was an original director. He was also a director in the Citizens' Gas Light Company, the Brooklyn Life Insurance Company, and the Central Bank. Mr. Powell was a Democrat, but during the war he gave all the weight of his energy and influence to the support of the Union. He always had taken an active part in politics, and for one year represented the second ward, but refused to accept renomination. On February 8, 1879, Mr. Powell died and his memory is cherished with grateful respect by all who knew him.

The mayoralty of MARTIN KALBFLEISCH extended in all over a period longer than that of any other mayor of this city, surpassing the record of his predecessor by four months. He took office on May 6, 1861, and his term expired with the end of the year 1863; subsequently he held the office for four years beginning with January, 1868, and he was succeeded in turn by his predecessor, Mr. Powell. Mr. Kalbfleisch was born at Flushing in the Netherlands on February 8, 1804, and in his native town received an excellent education. When eighteen years of age he embarked for the coast of Sumatra on board of an American vessel; the Asiatic cholera, then prevailing there, sent him back to Antwerp; he engaged soon after in commercial operations in France, but induced by the American associations he had formed he embarked for this country in 1826, where for a time he fought his way by accepting any employment that was offered him. In less

had public lamps placed in Hicks and Willow streets, and gradually had this system of lighting extended to other districts. That was in 1832; two years later he took up arms against the jealously guarded ferry monopoly of New York, and succeeded in securing the grant for the Atlantic avenue ferry. It was likewise due to the energy of Mr. Brush that the lower part of Fulton street, then little better than a cow-path, was widened. He was of the committee of citizens appointed to select a site for the City Hall. In coöperation with Mr. Daniel Richards, Mr. Brush conceived the idea of erecting the great Atlantic docks, and secured the papers of incorporation in 1840. In connection with them he erected several stores and a grain elevator. From the first he was active in the movement to secure a proper water supply for the city, and he was subsequently appointed a member of the board of construction of the water commission. It was during his mayoralty that the Mechanics' Bank of Brooklyn was instituted, and at the close of his term he abandoned politics to accept the presidency of this bank. On July 4, 1870, he died.

The figure of EDWARD AUGUSTUS LAMBERT was long a familiar one to the citizens of Brooklyn. He was a leading member of Dr. Cuyler's church; worked actively for the cause of temperance and home mis-

than ten years he was able to establish a color factory at Harlem; after many vicissitudes he finally settled in Greenpoint; where, in order to supply the needs of his numerous family, he organized a school, which was the beginning of the educational system in that district. His business grew and his works became the largest of their kind in the country. He was a director in a trust company and in several banks and insurance companies; he was also president of the Prospect Park Fair Ground Association. He was supervisor of the town of Bushwick for three years, and was a member of the commission appointed to draw up the charter for the consolidation of Williamsburgh and Bushwick with Brooklyn. He was also the unsuccessful candidate for the mayoralty of the newly consolidated cities. For six years he represented the eighteenth ward in the board of aldermen and during half that time served as president. In 1862 he was sent to the house of representatives by his district. He was a man of culture and an accomplished linguist; his social urbanity and public virtues endeared him to all, and he died universally regretted on February 12, 1873.

ALFRED M. WOOD was born at Hempstead, L. I., on April 19, 1828. He came to Brooklyn when he was very young and made it his permanent home; he became clerk in the drygoods house of a highly respected merchant. In 1853 he was the Democratic candidate for collector of taxes, and although his party was defeated he was elected. At the end of a term of three years he was reelected and so began his political career. In 1861 he was made representative of the first ward and became president of the board of aldermen. In that year began his brilliant military record. When the war broke out Col. Wood commanded the celebrated 14th Regiment, which had been organized in 1848. At the first battle of Bull Run Col. Wood was conspicuous for his intrepidity and courage; he received a severe wound just as the disastrous rout began, and during the retreat he was left behind. He managed to subsist on berries for several days until he was captured by a Virginia regiment and taken to Charlottesville. The sufferings to which he was subjected there and in his subsequent imprisonment at Richmond demanded even more fortitude than the trials of the field. It was rumored in Brooklyn that he had been killed in battle and the report had this foundation of truth: he was chosen to be executed in retaliation for the execution of some rebel pirates, and he was proud that the choice fell upon him, but he was released in February, 1862, and rejoined his regiment. His health, however, was broken and he was prevented from reentering the active service. In Brooklyn a brilliant reception awaited him; the streets were thronged with enthusiastic crowds and at the city hall he was formally received by the mayor. Soon after this Col. Wood was appointed collector of internal revenue for the second district. In 1863 he was candidate for mayor and it was the esteem in which he was personally held that secured him the election, for the opposing party was in the majority. He served during the years 1864 and 1865. He was prominent subsequently in custom house and real estate matters, and once filled the position of a United States consul. He then passed from public notice and at present is living abroad.

SAMUEL BOOTH, sixteenth mayor of the city, was born in England on July 4, 1818, and the date was significant, for he was only three weeks old when his parents brought him to this country to make it their permanent home. The first ten years were spent in New York; the family then removed to Brooklyn in 1828, and resided on what was a part of the Johnson farm in the old days. The educational advantages afforded at that time were slight, and Mr. Booth was still very young when he was obliged to forego even those. He went into the wholesale grocery business and acquired a knowledge of mercantile methods. At the age of sixteen he took up the carpenter's trade and eventually achieved great success as a builder; in 1843 he was established for himself. He earnestly endeavored to atone for his meagre educational opportunities by constant reading and study, to which his tastes persuaded him. He was subsequently a member of the board of education for a time. Mr. Booth's political career began in 1851, when he became alderman and at the same time supervisor of the fourth ward. He has ever since been prominent in public affairs. The city owes to him, in great measure, the county penitentiary, the construction of which was almost entirely in his charge. He was chairman of the committee on the erection of a new county court house



SAMUEL BOOTH.

and under his immediate supervision the present building, one of the finest of its kind in the country, was erected at the cost of \$350,000. Mr. Booth's most deserving labors, however, were rendered during the war as chairman of the committee on bounties; nearly the whole of \$3,800,000 was expended in bounties to volunteers, and these moneys all passed through Mr. Booth's hands. Not one act of his in the management of this often delicate matter has been impugned, nor was his perfect honesty ever questioned. The justice and discretion with which he distributed these enormous sums won him hosts of friends among the soldiers. He was elected mayor in 1865, to succeed Col. Wood, and served during the two following years, but his efficiency as mayor was greatly hampered by having a majority opposed to him in the board of aldermen. He was obliged to pursue a careful and watchful policy, and by wisdom and straightforward honesty was surprisingly successful in securing the aid of his political opponents in carrying out his measures. It is very creditable to his sagacity that no veto of his was ever overruled by the board. He concluded his term as mayor in 1867, and two years later was appointed postmaster of Brooklyn. He effected the consolidation of the local post office, the extension of the carrier system, and the establishment of sub-stations. At this writing Mr. Booth is still living in the city and commands the admiration of his fellow-citizens.

The oldest of the city's former mayors who are now living is JOHN W. HUNTER, who wears the well-earned honors of more than four-score years. His record as a public official and an officer of private corporations has been unimpeachable; he has earned the respect of his fellows by conduct which in seasons of difficulty and responsibility was never attributable to any other dictates than those of conscience. In his long career he has witnessed the evolution of a great city from an insignificant village, and in all the various stages of that transformation, or at least those that have marked the passage of the last fifty years, he has been more or less prominently active. His political life has been marked by a sturdy adherence to the creed of the Democratic party. He was chosen to hold the highest office in the gift of the municipality by a majority which was not necessarily constituted on partisan lines and he fulfilled every confidence. John W. Hunter was born in the village of Bedford in 1807. His father, like most of the other residents at the "Corners," was a farmer and had moved to Long Island from Monmouth County, N. J., in the early years of the present century. His mother was of Dutch descent and the blood that flowed in her veins was that of the people who first settled on Nassau Island. He was educated at the country schools, and when old enough was put to work in a wholesale grocery house in New York. When less than thirty



JOHN W. HUNTER.

years old he began to manifest an interest in public affairs and bore a share in improving the somewhat chaotic school system of the community. For many years he was a member of the board of education. He was auditor at the New York custom-house for some time. Afterwards came his entry into national politics. The death of the Hon. James Humphrey created a vacancy in the representation of the third congressional district, and Mr. Hunter was nominated by the Democrats, and although the district was normally a Republican stronghold, he was elected by a substantial majority. His term of service at Washington expired in 1867, and he was called upon to contest the fifth assembly district, but he lost the election by ninety votes. President Andrew Johnson then tendered him the collectorship of internal revenue, but he declined the office. On November 4, 1873, he defeated Dwight Johnson, the Republican candidate for mayor, by a majority of 7,804 votes. After proving himself a thoroughly efficient official and receiving the commendation of all classes he was succeeded in 1876 by Frederick A. Schroeder. In the same year he was again tendered the congressional nomination in the third district, but declined. Since his retirement from public life Mr. Hunter has been trustee, secretary and treasurer of the Dime Savings Bank, whose interests he has promoted in every conceivable way; he has also been a director in the Nassau Fire Insurance Company, the Manhattan Life Insurance Company and the Mercantile Trust Company of New York. He is president of the Society of Old Brooklynites, an office of which he received the honor of being made the first incumbent.



FREDERICK A. SCHROEDER.

FREDERICK A. SCHROEDER, who besides being an ex-mayor, is also an ex-state senator and an ex-comptroller, was born in Trier, Prussia, March 10, 1833. His father was a surveyor of taxes under the Prussian government, and when the trouble which arose out of the opposition and the centralization of the government began in Baden in 1848, he with his family came to America. Young Schroeder was then fifteen years old; he had received a good education in the schools of the fatherland, but he was compelled to work for his living when he arrived here. He began work as a cigar-maker, and succeeded so well that by the time he attained his majority he had a small factory of his own, in which he employed a dozen men; subsequently he formed a co-partnership with Isidore M. Bon, formerly president of the Wallabout Bank. In 1867, when the Germania Savings Bank was founded, Mr. Schroeder was elected its president, and he still holds that office. In 1870 he was elected comptroller on the Republican ticket. Once in office, he introduced a new and improved method of bookkeeping, and a system which greatly simplified the keeping of accounts and the drawing of warrants upon the city treasury. He retired into private life when his term expired. In the fall of 1875 he was nominated as the Republican candidate for mayor, and on November 2

he was elected by almost 2,000 majority over Edward Rowe. As mayor, he saw that the power exercised by the board of aldermen in confirming or rejecting his appointments sadly hampered him; that the triple-headed commission in each department, whereby responsibility was divided, and no one could be held to strict account, was a fraud on the city and the public; and he vowed he would secure a new charter which would reform the system. The erection of the new municipal department building, which cost a little less than the amount appropriated for it; the opening of Ocean Parkway from Prospect Park to Coney Island, the laying of the foundations for the first elevated railroad, and the stringing of the first wire of the Brooklyn Bridge were all incidents of Mayor Schroeder's administration. When his term expired, he declined a renomination. The same year, 1878, saw him elected state senator for the third district. One of his first undertakings in the senate was to prepare a new charter for Brooklyn, which through his efforts became a law. It gave to the mayor more absolute power than is enjoyed by the governor, and makes him directly responsible for the administration of the affairs of the city. The three-headed commissions gave place to single-headed ones, and all the departments, save the financial one, were made directly responsible to the mayor. On retiring from the senate, Mr. Schroeder spent a considerable time in Europe, and upon his return devoted himself to his business in New York and to the affairs of the Germania Savings Bank. Since his service as senator he has held no public office, but has contented himself with the pleasures of life as a private citizen.

JAMES HOWELL was the nineteenth mayor of Brooklyn and his service extended through two full terms. He was born at Bradford, in Wiltshire, England, on October 16, 1829, and when six years old came to the United States with his parents, who located at New Lisbon, Ohio. His early education was received in the frontier schools of that state. He came to Brooklyn in 1845, and since then this city has been his home. His business life began in a grocery store, but as the occupation was not suited to his taste he went into an iron foundry, soon mastered the details of the trade and was made foreman of the shop. In 1855 he invested in a foundry a few hundred dollars that he had saved, out of which has grown the extensive iron trade now carried on by Howell & Saxtan. For a long time he has been a resident of the eleventh ward. For two terms, beginning with 1864, he represented the ward on the board of supervisors, and also served as an alderman. In 1877 the Democrats considered him the most available candidate to reclaim the city from Republican rule, and he was nominated as mayor against John F. Henry. The result of the election was the defeat of the Republican candidate by 3,000 majority. Mayor Howell became the official head of the local government at a time when the city had not recovered from the financial crisis of 1873 and was yet feeling the effects of a depleted treasury. Retrenchment was made the watchword of his administration and his reward came in 1879, when he was renominated and defeated Franklin Woodruff by 12,000 majority. Among the notable events during Mayor Howell's administration was the



James Howell

return occupied a desk in his father's office. He was admitted as a partner in 1875. While still a very young man he became interested in opposing the corrupt practices of those in whose charge the city and county funds for the relief of the poor had been placed. To counteract abuses and to supply wants which the board of charities failed to provide for, Mr. Low, in conjunction with Alfred T. White, established the Brooklyn Bureau of Charities. Mr. Low was its first president and Mr. White its first secretary. While laboring in the cause of this reform and yet closely attending to the business of his firm, he received in 1881 the Republican nomination for the mayoralty and was elected. How wisely, faithfully and successfully he fulfilled the onerous duties of the office is in the city's records and the people's memory. He was a wise, careful and economic chief executive carrying into his public life the sound business principles and strict integrity of character that had made his private career successful and respected. He redeemed every pledge that he had given to his constituents; he improved every department in the municipal administration and did away with many abuses. He held every departmental head in the civil government rigorously to the performance of his duty, and partisanship was for a time banished from the management of public affairs. In 1883 he was renominated, and a fight, even fiercer than that waged during his first canvass, was entered upon. Both parties put forth unprecedented efforts, and the struggle became one of the most memorable in the history of Brooklyn. It resulted in Mayor Low's reelection, and he held the office until 1885. His conduct during his second term,

adoption by seventeen of the aldermen of a resolution granting an elevated railway franchise over his veto and in defiance of an injunction of the supreme court, for which they were sentenced to imprisonment in the jail. In opposition to the sentiments of many of his constituents Mr. Howell in 1881 accepted the nomination for a third term. The Independent Democrats nominated General Slocum and the Republicans made Seth Low their candidate. The campaign was one of the most exciting in the history of the city, and through the strenuous efforts of his party Mr. Low was elected by nearly 3,000 majority. Upon the death of Henry C. Murphy, Mr. Howell was elected a bridge trustee, in which capacity he served continuously for six years. When James S. T. Stranahan failed to receive appointment in 1885 Mr. Howell was made president at a salary of \$5,000. He was deposed for one term but regained the office at the next election. Mr. Howell is connected with the Methodist Episcopal Church and is a prominent member of the Masonic fraternity.

SETH LOW, who succeeded James Howell as mayor, was born at 165 (now 189) Washington street, in this city, on January 18, 1850. He began his education at the Juvenile High School on Washington street, and when twelve years old entered Polytechnic Institute; he became a student in Columbia College in 1866, and was graduated from there four years later. After leaving college he traveled in Europe, and on his



SETH LOW.

because of its independent character, made him political enemies, but added to the esteem in which the people held him. On his retirement into private life, Mr. Low devoted himself for a time to literary work, and became a contributor to the leading magazines. On October 7, 1889, he accepted a call to the president's chair of Columbia College. He removed his residence to New York, and Brooklyn lost one of her most respected and popular citizens.

DANIEL D. WHITNEY was born at Oyster Bay, L. I., in the year 1820, of a sturdy family of Long Island farmers. Ten years later the family moved to Brooklyn, and young Whitney found employment in the grocery store of Thomas J. Gerald, then the political leader of the second ward. He soon fitted himself for a better position and became clerk in a wholesale grocery store on Fulton street. By industry and economy he was enabled, with his brother, to buy out the firm, and from 1843 until 1855 conducted a wholesale grocery and flour business. He represented the first ward in the board of aldermen for four terms, and was once president of that body. Under Mayor Hunter he was registrar of arrears, performing his official duties with the same care and integrity that made him successful in private business. He was elected mayor in 1885, and took his seat on January 1, 1886. His administration was marked by many public improvements. At the time of his election he was president of the Hamilton Fire Insurance Company, of the Mechanics' Bank and some other institutions. He was a member of the New York Produce Exchange and was intimately connected with Sands Street M. E. Church. After vacating the administrative office he resumed the financial and commercial activity that had been interrupted and again took his station in the ranks of the responsible citizens that form the conservative element of Brooklyn's population.

ALFRED C. CHAPIN has long been counted by Brooklyn as among the most distinguished of her adopted sons. Seven times has he been a candidate for popular suffrage, and, although facing opposition which often degenerated from the broader questions of public policy and carried with its alleged arguments the

sting of bitter personalities, he has invariably triumphed, even in seasons of Democratic defeat. Alfred Clark Chapin is the son of Ephraim A. Chapin, and was born at South Hadley, Mass., on March 8, 1848. His is the eighth generation in descent from Deacon Samuel Chapin, who left the old world prior to 1636 and settled in 1641 at Agawam, now Springfield, Mass. He entered Williams College in 1865, was graduated at that institution four years later and at Harvard Law School in 1871. The following year he was admitted to the New York bar, and since 1873 he has been a resident of Brooklyn. He was chosen to be the first president of the Brooklyn Young Men's Democratic Club, and in 1881 was elected to the assembly from the eleventh district. In Albany, Assemblyman Chapin actively championed home rule for Brooklyn; the Chapin Primary Law was drafted and passed through his efforts: he brought all his energy to the support of the constitutional amendment limiting the power of civic corporations to create indebtedness; opposed bills which, under some thin veil of visionary benefits for the future, laid heavy burdens upon taxpayers; and, as chairman of a special committee, he investigated the receiverships of insolvent insurance companies. Renominated for the assembly in 1882, he was warmly endorsed by the Brooklyn Young Republican Club and by a number of prominent labor organizations. His majority at the polls was 3,650.

ALFRED C. CHAPIN.

In 1883 his colleagues in the lower branch of the state legislature elected him speaker, and in the autumn of the same year he was placed on the Democratic state ticket as a candidate for the office of comptroller. He was elected, and subsequently administered the new duties devolved upon him with a success that had seldom waited upon the efforts of any of his predecessors. At the conclusion of his first term he was re-elected. Mr. Chapin declined a third nomination for comptroller, and in 1887 he was nominated for mayor of Brooklyn. He was victorious, and his first term as chief executive of the city was marked by the institution of plans that looked towards the material benefit of the community. He gave the city better police protection, an increased water supply, an augmented park acreage, and inaugurated that work which gave to Brooklyn the great monument whose lofty arch, reared in front of the entrance to Prospect Park,

shall tell to succeeding ages the story of the sons who went forth from the city of homes to preserve inviolate, even at the price of their blood, the imperilled Union of the American states. In 1889 Mayor Chapin was nominated for a second term, and after an exciting canvass carried the election by a majority of more than 9,000. In the autumn of 1891 he received the united support of the Kings County delegation as one of the two candidates presented to the state convention for the governorship. Soon afterwards he was elected to congress from the second district. In March, 1892, Governor Flower appointed him state railroad commissioner. Mr. Chapin is a member of several social and political organizations, among the former being the Montauk Club, which stands almost directly opposite the home of the ex-mayor on Eighth avenue.



DAVID A. BOODY, MAYOR.

MAYOR DAVID A. BOODY, elected in 1891 to serve for the years 1892 and 1893, took his place in the line of mayors as the twenty-third individual occupant of that office. At this writing he has served one year, and has given so far a business-like and effective administration. He has shown an appreciation of the needs of the community and a desire to supply them. Mayor Boody's first message to the board of aldermen, transmitted on January 4, 1892, was an earnest of what was to be expected of his comprehensive knowledge of affairs and the marked executive ability which he had exhibited in other public positions. His recommendations were moderate and practical, and of a character to commend them to the people. Among the more noteworthy suggestions of the message was the necessity of a large increase of the fire-limit area, the increase of the police force and an amendment to the city charter to provide for the collection of the tax upon personal property. He suggested a reduction of the number of bridge trustees with the view of concentrating responsibility and promoting effectiveness, and he recommended the acquisition of the plant of the Long Island water supply company by right of eminent domain. The message, further, had something to say favorable to the annexation of outlying towns and urged prompt action upon the project for another bridge over the East river. Another important recommendation was that a free library be established in connection with the Brooklyn Institute of arts and sciences now in course of erection, and

the message also commended the civil service system and urged the purchase of additional school and small park sites. David A. Boody was born on August 13, 1837, in the town of Jackson, Waldo County, Me. David Boody, his father, was a farmer and one of the representative men of the locality. The son was sent to the public schools of the town and afterwards to Phillips Academy in Andover, Mass. Subsequently he studied law in the office of Charles M. Brown, of Bangor, Me., and then completed his legal course under the guidance of Jeremiah Abbott, a distinguished lawyer of Belfast, Me., where Mr. Boody was admitted to the bar. After practicing law in Camden and Thomaston, Me., he entered the banking office of his uncle, the Hon. H. H. Boody, of the firm of Boody & McClellan, as clerk. His progress was rapid, and within a year he had entered into partnership with his uncle and bought a seat in the New York Stock Exchange, of which he continued an active member for nearly twenty years, being one of its governors for a long period. Mr. Boody is president of the City Savings Bank, the Berkeley Institute and the Thomas Jefferson Association, vice-president of the Long Island Free Library, a director in the People's Trust Company, the Sprague National Bank, the Brooklyn Institute and other similar institutions. He was one of the founders of the Montauk Club. He has a family of one daughter and four sons, and his home on Berkeley place is one of the recognized social centres of Prospect Heights. In politics Mr. Boody has always been a Democrat. Previous to his election as mayor he was chosen to but one public office, having been elected in 1890 to represent the second congressional district in the fifty-second congress. This position he resigned on his nomination for the office of mayor.

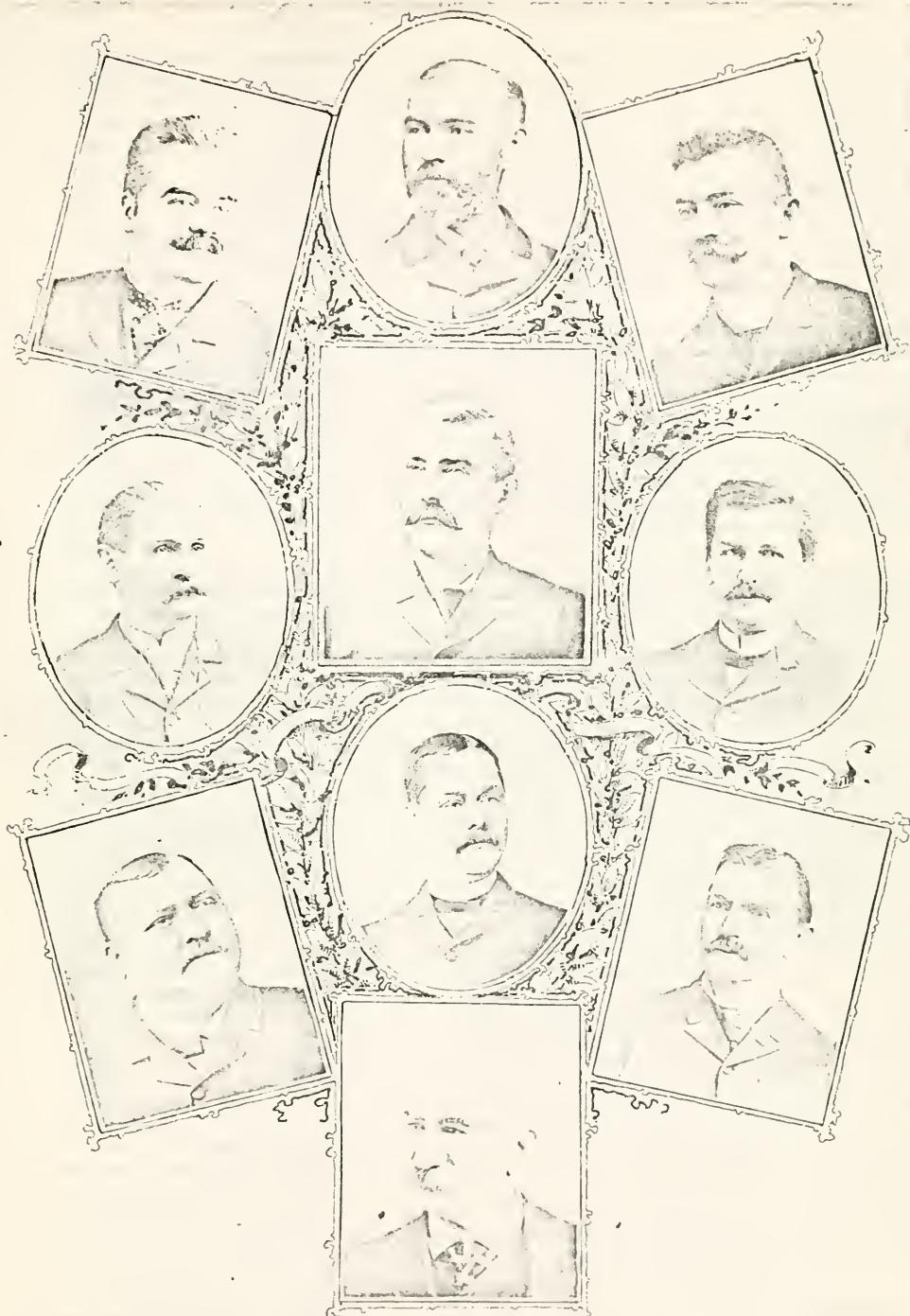
MICHAEL J. COFFEY, president of the common council, succeeded John McCarty in that position in 1891, when Mr. McCarty was elected to the state senate. Alderman Coffey is from the first aldermanic district, and is one of the important factors in local politics. The sketch of his career will be found in the chapter on Political Life.

MOSES J. WAFER, alderman from the first district, has had a long and varied career as a public official and lawmaker, and is one of the veterans in local politics. He was born in County Wexford, Ireland, in 1850, but has lived in this country since his infancy, having accompanied his parents to the United States when only a year old. His father settled in the sixth ward of Brooklyn, and there the legislator still makes his home. He was educated at the public schools and at St. Peter's parochial school. He began life as a clerk in a grocery, and afterward learned the trade of a carpenter. His first public office was that of inspector of the fire department. He was appointed fire commissioner in 1879, but, together with Hugh McLaughlin and Philip Brennan, was afterwards legislated out of office by the Republican representatives at Albany. In 1884 he was elected a member of the assembly and served during 1885, 1886, 1887 and 1888. He was then appointed to the board of aldermen to fill out the unexpired term of Register-elect James Kane. He has been reelected since by some of the largest majorities ever given on the Democratic city ticket, and has continued to serve on important aldermanic committees.

THEODORE MAURER, alderman-at-large, was first elected a member of the board of aldermen in 1884, and is, at this writing, serving his third term. His political life began when he was only twenty-three years of age, through his election to the Democratic General Committee of Kings County, of which he has been a member ever since, under both its old and new organization. In 1883 he was elected a supervisor from the sixteenth ward and served as such four years. Alderman Maurer was born in 1853, at Baden, Germany, and came here when he was only eight years old, with his parents, who settled in the sixteenth ward, in which locality he has since resided. He first attended school at Oberhausen, Germany, and on coming to this country finished his education in Holy Trinity parochial school. Leaving there, he was employed for a number of years by a glass manufacturing concern, and became an expert glass blower. In 1879 he engaged in the soda water business with his brother, in which he is still interested.

EDWARD P. THOMAS, of the second district, is a leader in the Republican contingent which constitutes a portion of the common council. He is still quite a young man, and never held any political position until elected to his present office. He is now serving his second term at the city hall. He was born in New York on May 21, 1851, but has lived in Brooklyn since infancy, his parents having moved here when he was a few months old. He was educated at public school No. 25. He is now engaged in conducting a real estate and building business, and has won an advanced position among the enterprising men of the community. He has always evinced an active interest in politics and is prominent among the younger members of the Union League Club. He belongs to the masonic brotherhood.

WILLIAM MCKEE, from the third district, is now serving his fourth term as a member of the board of aldermen, and has held a prominent place in local Democratic councils ever since he first began to actively participate in politics. In connection with his official position he has successfully transacted many duties of grave responsibility, and during the entire period of his service at the city hall has been chairman of the fire department committee. He is secretary of the Fifteenth Ward Democratic Association, is president of the David B. Hill Club and the David B. Hill Battery of the fifteenth ward, and is associated with other



MEMBERS OF THE BOARD OF ALDERMEN.

ANDREW W. FITZGERALD,
ROBERT F. MACKELLAR,
THEODORE MACKER,

ARTHUR J. HEANEY,
MICHAEL J. COFFEY, *President*,
WILLIAM MCKEE,
SAMUEL MYERS,

CHARLES J. VOLKENING,
EDWARD P. THOMAS,
DANIEL MCGRATH,

social and political organizations. He is a member of Progressive Lodge, No. 354, Free and Accepted Masons, and was master of the lodge in 1886; he is a member of De Witt Clinton Chapter, Royal Arch Masons; De Witt Clinton Commandery, No. 27, Knights Templars; Mecca Temple, Nobles of the Mystic Shrine; De Witt Clinton Lodge, Knights of Honor; St. John's Lodge, Knights of Pythias; Dakin Post, Grand Army of the Republic; Wykoff Lodge, Ancient Order of United Workmen, and the 10th Regiment Veteran Association. William McKee was born in New York on March 4, 1843, but has lived in Williamsburgh ever since he was six months old. He was educated in the public schools, afterward learning the trade of a gunsmith. On April 14, 1861, he enlisted as a private in the 10th N. Y. Volunteers (National Zouaves). He was wounded at Fredericksburg, but returned to his regiment and was mustered out of service on May 6, 1863. He was reënlisted in the 193d N. Y. Volunteers and served until the close of the war. For a short time he sailed as steward on a steamer running to Savannah, and then engaged in his present business as a manufacturer of horse clothing.

PETER HESS, a second district alderman, was born on a farm on Leihgestern, near Giesen, in the province of Oberhessen and the Grand Duchy of Hessen-Darmstadt. In his boyhood he attended college at Giesen. A military life being unsuited to his tastes, young Hess, instead of waiting to attain his majority and entering the service under state compulsion, embarked at the age of twenty for America and located in the Eastern District of this city. Later he became identified with the politics of the thirteenth ward, allying himself with the Republican party. He was foremost among those who during the Garfield-Hancock presidential contest organized the first German Republican-American campaign club in the district in which he has resided for a quarter of a century. Mr. Hess was elected to the common council in 1889, and has served continuously ever since. He is a member of several organizations, including Copernicus Lodge, Free and Accepted Masons, the Arion and Cecilia singing societies and the Republican General Committee.

DANIEL MCGRATH, from the third district, has, with one slight intermission, occupied a seat in the common council from 1883 until the present time, and for the last three decades has made himself more or less prominent in politics of the fourteenth ward. His first official station was that of keeper of public baths in the Eastern District. Alderman McGrath was born in Brooklyn forty-four years ago. He was educated at public school No. 17, which he left to learn the trade of a printer in the American Tract Society's establishment. He next became a coppersmith. In 1861 he enlisted in the 14th Regiment, United States Infantry, and was honorably discharged from the service in 1864. He is a member of Mansfield Post, G. A. R., the Exempt Firemen's Association (E. D.), and the Seymour Club. For several years he has been a delegate to the Democratic General Committee.

ARTHUR J. HEANEY, one of the aldermen-at-large, has proved himself one of the most active members of the common council. He was elected as the Democratic candidate in 1889, and was re-elected in 1891. He was born in County Down, Ireland, on July 7, 1847, but has lived since infancy in the United States. When the civil war had been in progress about twelve months he enlisted in Company K, 69th Regiment, N. Y. Volunteers. He saw active service from 1863 until August, 1864, and was taken prisoner and incarcerated at Libby, Belle Isle and Salisbury. He was rescued by General Stoneman's cavalry early in 1865. After the close of the war he engaged in business in New York and this city. He has been influential in local Democratic circles, and for fifteen years was a member of the Democratic General Committee. He resigned from that body when he removed, in 1892, from the third to the sixth ward. He belongs to St. Patrick's Society, the Columbian Club, the Union Democratic Club, and is a life member of the Roman Catholic Orphan Asylum Society.

J. JEFFERSON BLACK, of the third district, although less than forty years of age, has been a member of the common council for twelve years. He was born in the Eastern District of the city, and in his boyhood attended old public school No. 24 and the parish school of St. Mary's, afterward finishing his education at St. Francis' College at the age of sixteen. In the same year he began to learn the trade of a stereotyper in the office of the New York *Herald*, where he has ever since been employed. Politics first engaged his attention about a year before he was sent to the board of aldermen to represent the old eighteenth ward. He has seen that section grow under his leadership from a small bailiwick to three populous wards, and during his public career the city itself has expanded from nine to fifty-five election districts. Alderman Black is a progressive man of more than average attainments and has been an advocate of and worked on behalf of all the great public improvements for more than a decade. His Democracy is of the stanchest order. In 1893 he was chairman of the grading and paving and assessment committees, two of the most important in the common council. He is president of the Twenty-seventh Ward Democratic Association, a member of Leonard Council; of the Catholic Benevolent Legion, and of the Dodworth Democratic Club.

Since attaining his majority SAMUEL MYERS, who is from the second district, has been identified with the Republican party. In 1881 he was elected to the board of aldermen as the representative from the twenty-first ward, and during his short term of service has been identified with many improvements in



MEMBERS OF THE BOARD OF ALDERMEN.

RICHARD MEIER,
MOSES J. WAFER,
J. JEFFERSON BLACK,

E. W. PRICE, *Chief Clerk of Committees,*
JAMES MCGARRY,
THOMAS A. BEARD.

PETER HESS,
WILLIAM H. JORDAN,
RICHARD PICKERING,

municipal affairs, particularly in the matter of grading, paving and lighting streets. He is one of the most energetic members of the board and is associated with the work of more than one important committee. Alderman Myers was born in England in 1834, but was brought to New York city in his infancy. In 1849 he became a resident of Williamsburgh. There Mr. Myers lived until ten years ago, when he moved to the twenty-first ward. After leaving school he engaged for a time in the tobacco business, but in 1876 turned his attention to managing a hotel at Rockaway Beach. He is a member of the Republican Association, of the Republican Battery, Republican Battalion, and Harmony Club of the twenty-first ward. He was a member of No. 1 truck in the days of the Williamsburgh volunteer fire department.

ANDREW W. FITZGIBBON was elected in 1891 to serve as alderman-at-large, and has exerted considerable influence in civic legislative affairs. He is vice-president of the Kings County Democratic General Committee, and is influential in the discussions of the executive committee connected with that organization. Andrew W. Fitzgibbon was born in the seventeenth ward of Brooklyn on February 4, 1857, and was educated at public school No. 22, and at a business college. As a manufacturer and wholesale and retail dealer he engaged in the hat business with his father, the late School Commissioner Fitzgibbon.

ROBERT F. MACKELLAR, alderman-at-large, has been identified for many years with Democratic politics in this city and is now serving his second term in the common council. Before his election, the eighth ward, which comprises a portion of his constituency, presented the appearance of a suburban rather than an urban community, and its present possession of well-lighted streets and good sewerage facilities is attributable mainly to his energetic supervision of its interests. He was also largely instrumental in securing for this ward a park, which will become one of the most attractive in the city. The aristocratic residents on Prospect Slope are also indebted to him for the conveniences afforded by the erection of the water tower at the park reservoir. Alderman Mackellar has lived in the eighth ward since infancy. He was educated at public school No. 2, and in his early manhood served in the volunteer fire department as a member of Putnam Engine No. 21. At the beginning of the Civil war he enlisted in a Brooklyn regiment, the 13th, and afterward in the 48th Regiment, another organization recruited exclusively in this city. He returned from the front as first lieutenant commanding a company. He served one term, by appointment from Mayor Howell, as a member of the board of education, and for some time has been a delegate to the Democratic General Committee. He is a member of Minerva Lodge, F. and A. M.; Gowanus Lodge, I. O. O. F.; the Legion of Honor, Royal Arcanum, U. S. Grant Post, G. A. R., and the Putnam Club.

RICHARD MEIER was elected a member of the board of aldermen from the second district in 1891. He was born in 1861 in New York city. Soon after his birth his parents removed to Brooklyn, where young Meier attended public school No. 19. He was graduated from there in 1876. The three succeeding years were spent on his father's dairy farm in Westchester, after which he engaged in business as a butcher. Upon attaining his majority he began to take an active part in the politics of the Seventh Ward Republican Association (of which he was president for some time) and the Seventh Ward Tippecanoe Association. For six years he has been a member of the Republican General Committee. He has proved himself astute and ready in debate, and prompt in looking after the interests of his constituents.

WILLIAM H. JORDAN, of the first district, began to take an active interest in politics in 1870, and since that time has had a varied experience in public affairs. He left the custom house brokerage business to accept a position in the city works department, and subsequently became a clerk in the bureau of engineering. Later he was engaged in compiling the arrearages of taxes, and afterward he became an attaché of the comptroller's office. In 1884 he was appointed license clerk by City Clerk Shanley, and when Alderman (now Senator) McCarty resigned from the board Mr. Jordan was chosen to fill the vacancy. Mr. Jordan was born in New York city forty nine years ago, but has lived in this city since he was four years old. He has resided in the fifth ward forty years and attended public schools Nos. 5 and 7. He is a veteran volunteer fireman and was a member of the Thirteenth and Fourteenth regiments in 1861-62, serving with the former during the "hundred days." Mr. Jordan is one of the trustees of the Volunteer Fireman's Widows and Orphans' Fund, and is a member of the Constitution Club, the Democratic General Committee and the Fifth Ward Democratic Association. Of the last-named organization he was secretary for ten years.

CHARLES J. VOLCKENING, the youngest member of the board of aldermen, is one of the representatives from the third aldermanic district. He was born in the seventh ward of this city, but during the greater part of his life has been a resident of the twenty-fifth ward. After being graduated from public school No. 28, he engaged in the building business with his father, who was at the time an extensive dealer in real estate. Early in his career Alderman Volckening took an interest in politics, and in recognition of his excellent work for the party he was elected a member of the Democratic General Committee when he was but twenty-two years of age. Later he was prominently mentioned as a desirable candidate for the assembly from the twelfth district, but he declined the nomination. When twenty-four years of age he was elected a member of the board of aldermen. He has been notably prosperous in business and has so invested his surplus as to become a large owner of local real estate.

ALDERMAN JAMES McGARRY, of the first district, has served in the common council since 1884, and has wielded a powerful influence. His biography is given in the chapter on Political Life.

RICHARD PICKERING was the first representative of the twenty-sixth ward on the board of aldermen. He was elected alderman-at-large in 1887, and was reelected at the two succeeding elections of 1889 and 1891. In 1891 and 1892 he was president *pro tempore* of the board, and he has been acting mayor during the terms of Mayors Chapin and Boddy. He was born in Yorkshire, England, in 1842, and came to America during his boyhood. After learning the printer's trade in Fall River, Mass., he came to New York in 1860, and worked as a printer, establishing the *Long Island Record* in 1870. He was appointed school trustee for district No. 1 in 1868, and was treasurer of the board many years. Appointed justice of the peace in 1869, he served one term. In 1874 he was appointed police commissioner of New Lots, and was treasurer of the department five or six years. He is engaged in the job printing business, in addition to publishing the *Brooklyn Advance* and the *Long Island Record*.

ANSON FERGUSON has been prominently identified with Democratic politics in Brooklyn many years. He became a resident of the city in 1848, and has lived in the thirteenth ward since 1857. Born in Ulster County, N. Y., in 1835, he received his early education in Paterson, N. J. His first business experience was in the commission trade, and since 1866 he has been a dealer in flour, feed, etc., in Brooklyn. Mayor Whitney appointed him park commissioner, and since 1887 he has been repeatedly elected alderman, being, at this writing, alderman-at-large. For many years he has served on the general committee. In freemasonry he is affiliated with Cornerstone Lodge, and he is a member of the American Legion of Honor.

THOMAS A. BEARD, alderman-at-large, is a native of Georgia, and was born in 1842. He was educated in South Carolina, and entered the drug business in New York city in 1865. Subsequently he established a drug-store in Brooklyn, and made his home here. He is a Democrat, and has served in the common council since 1888.

One of the most important positions in the city government is held by Dr. EDWARD W. PRICE, secretary of the board of estimate, and also chief clerk to the committees of the common council. It is he who compiles that mass of figures known as the city budget, and for months during each year he is busily engaged in figuring up and tabulating the city expenses. Dr. Price is an expert mathematician, and has been a public employee sixteen years, his position being a permanency. He was born in the seventh ward of Brooklyn, and is prominent in social, political and club life. During three years of the civil war he was clerk to Naval Constructor Faiganza, of the Mississippi flotilla. He is fond of out-door sports, and was at one time noted as a ball player, having been a member of the leading local clubs. He played with the "Eckfords" and the "Atlantics" in 1869, and subsequently declined a professional offer from the "White Stockings," Chicago's champion club. Dr. Price is prominent in Democratic political circles and ranks among the men of local influence in the party.

The record of Health Commissioner JOHN GRIFFIN in the public service is one of exceptional efficiency and purity. He first appeared in public life as a member of the board of education, to which he was appointed in 1882 by Mayor Low. In this position, serving without emolument, he manifested marked ability and energy, and during ten years, through every change of political administration, was reappointed by each succeeding mayor. In the office of health commissioner the same tribute has been awarded to his ability and he has received two successive reappointments. He served on the most important committees of the board of education and was active in every line of progress and improvement. His counsel was invariably sought and his judgment valued highly. It was chiefly due to his determined efforts that the system of furnishing school books free was introduced. He was instrumental, too, in bringing about the erection of the boys' high school building and gave much thought and care to the sanitary condition of the schools generally. He was appointed health commissioner by Mayor Chapin in 1888, and during the four succeeding years he discharged the duties of that office and continued to serve in the board of education. In the summer of 1892, the increasing duties of the health department led him to resign from the board of education. In testimony of their esteem and of the loss sustained by the board, his fellow members on this occasion unanimously joined in tendering him a complimentary dinner. As the head of a municipal department which is of vital importance to the entire public, Dr. Griffin now occupies a particularly conspicuous position in the community, and the thorough and effective manner in which he has promoted the sanitary well-being of the city affords ample testimony to his peculiar fitness for the position. How promptly and successfully he has met all situations has been matter for flattering comment on the part of press and public. He has been the author of several much needed ordinances concerning the city's sanitation, and in times when epidemics have threatened the public health the wisdom of his precautionary methods have won the praise of the medical profession, while his executive competency has earned the plaudits of the public. After years of endeavor by previous commissioners he succeeded, despite local prejudices and much opposition, in establishing an exclusive hospital for patients having contagious diseases. When, in 1892, the city was threatened with a visitation of Asiatic cholera, Commissioner Griffin called into

consultation the prominent practitioners in both schools of medicine and then put into execution such comprehensive and rigid protective plans that no voice was raised except in approval, and the Kings County Medical Society, at an unusually large meeting, passed unanimously a resolution declaring perfect confidence in Commissioner Griffin and a hearty commendation of his methods. Dr. Griffin was born in Ireland in 1845, and came to Brooklyn in 1868. He was graduated at the Queen's University in Dublin, and subsequently studied and practiced at Bellevue Hospital, New York. For several years he combined journalistic work with the practice of medicine, and was a writer for the *New York Times* and *Sun* and other publications. In 1872 he began practice in Brooklyn, and has since then risen to the front rank of his profession. He is a member of several leading local clubs. He is a charter member of the New York Press Club, and was one of its first vice-presidents.

The office of deputy commissioner of the department of health has been held since 1888 by Dr. JOHN S. YOUNG, who had previously occupied the position of secretary to the board of health for two years. His special duty in the department is the compilation of the vital statistics of the city. Dr. Young was born in Brooklyn on November 27, 1832. He was educated at the parochial schools, and in 1846 became a student at St. John's College, Fordham. There he received the degrees of Bachelor of Arts in 1851 and Master of Arts in 1854. He attended lectures at the College of Physicians and Surgeons, in New York city, and was graduated in 1854. Since then he has been engaged in the practice of his profession in this city. He has been for a number of years one of the staff of St. Mary's Female Hospital on Dean street. He is a member of the Emerald and St. Patrick's societies, and is prominently identified with the Union Democratic Club.

When, in 1876, Dr. R. C. BAKER first became connected with the board of health, he brought to the discharge of his duties a thorough medical and surgical training and a wide experience gained in the hospitals of New York and Brooklyn. His services were found to be so valuable that he was appointed secretary and sanitary superintendent of the reorganized health department in 1887, and has since held those offices continuously. The fact that his is one of the most effectively conducted of the municipal departments is sufficient endorsement of his efficiency as a public officer. Dr. Baker was born at Margaretville, Delaware County, N. Y., on August 27, 1850. He was educated at the Stamford Academy, the Fort Edward Collegiate Institute and the University of the City of New York. After serving in several of the New York hospitals, he came to Brooklyn in 1876, and subsequently formed a connection with the Eastern District Hospital and Dispensary and St. Catharine's Hospital, and shortly after taking up his residence in this city, he actively interested himself in local politics and became prominent in Democratic circles. He is a member of the Alfred C. Chapin Club of the thirteenth ward, of the Nineteenth Ward Tilden Club, the Bushwick Democratic Club and the Thirteenth Ward Democratic Association. He is also identified with the Aurora Grata Club and other masonic bodies. Dr. Baker is a man of cordial and courteous manners, is popular in social circles, and is held in high esteem by his professional associates.

Corporation Counsel ALMET F. JENKS is the eldest of the three sons of the late Greenville T. Jenks, one of the best known lawyers who ever practised at the Kings County bar, and is a native of Brooklyn, having been born here on May 21, 1853. Mr. Jenks, in his earlier years, was a student at the Adelphi Academy, and was noted for the aptness he displayed in acquiring knowledge and the rapid progress he made in all lines of study. Upon the completion of his course there he entered Phillips' Academy, Andover, Mass., from which institution he was graduated in 1871 with the highest honors. He was graduated at Yale in 1875, and at the Columbia Law School in 1877, being admitted to the bar in the same year. He immediately formed a partnership with Frederick A. Ward, and opened an office in Brooklyn. Here he soon attained an extensive practice. Upon the appointment of James W. Ridgway as district attorney in 1884, he was made assistant, and remained in that office until February 1, 1886, when he was made corporation



R. C. BAKER, M. D.

